

The **AMERICAN FOREIGN SERVICE JOURNAL**

APRIL, 1940

ARMY NUMBER



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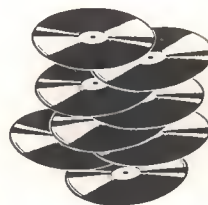
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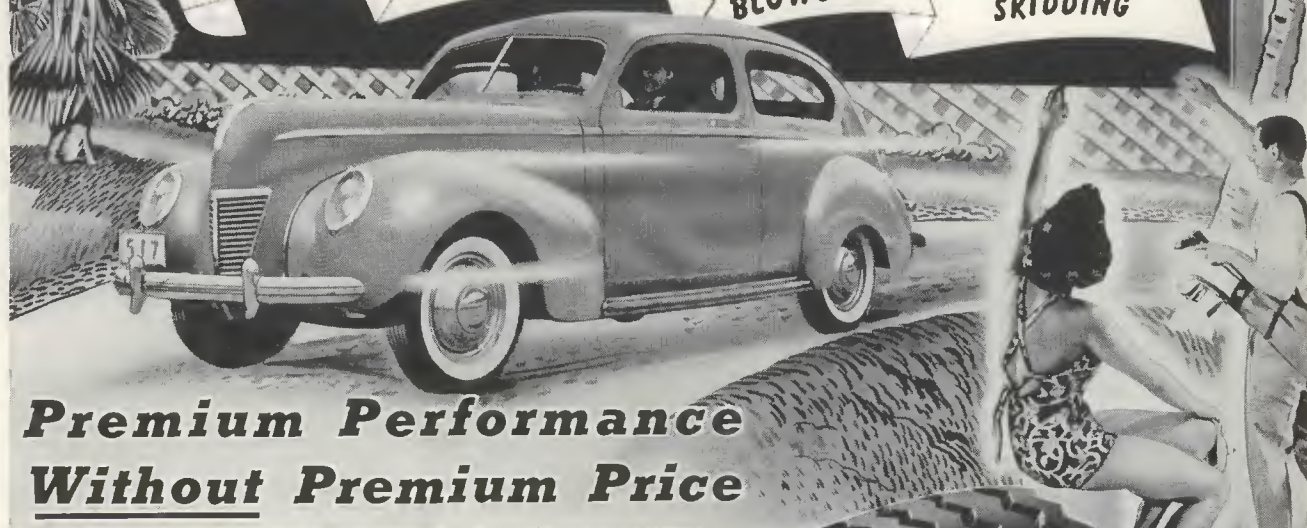
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THE AMERICAN FOREIGN SERVICE JOURNAL

PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

Vol. 17, No. 4

WASHINGTON, D. C.

APRIL, 1940

The United States Army

Prepared by the Public Relations Branch, G-2, War Department General Staff

THE United States Army was born on June 17, 1775. On that date, George Washington was appointed by the Continental Congress as Commander-in-Chief of the Revolutionary Army. Aside from General Washington and a few staff officers, the Army was composed of several thousand New England militiamen assembled near Boston to oppose the British Army in the city.

Gradually, during our War of Independence, the Colonial militia, serving short periods of active duty, was replaced by the Continental Army, our first really national force. However, when our independence was attained, the United States Army all but passed out of existence. By Resolution of Congress, eighty men were retained in service to guard stores, 25 at Fort Pitt and 55 at West Point.



Air Corps

The "Fog of War" Obscures the Base of Manhattan

Courtesy "The Military Engineer"



Signal Corps

Courtesy "The Military Engineer"

Coast Artillery Training with 3-inch Gun



Signal Corps

Courtesy "The Military Engineer"

Infantry Attacking Through Smoke Screen

A Modern Cavalry Antitank Gun

Courtesy "The Horse"



These eighty constituted the United States Army. It was subsequently augmented by 700 militia to garrison frontier posts.

Our founding fathers were suspicious of a standing army. Their grievances against the British monarch included the complaint that he had kept in the colonies standing armies without the consent of the legislature. In 1784 the Congress stated in a Resolution that "standing armies in time of peace are inconsistent with the principles of republican governments, dangerous to the liberties of a free people, and generally converted into destructive engines for establishing despotism."

That attitude was reflected in our military legislation for nearly a century and a half. The peace-loving American people erroneously assumed that

each war would be the last war and that, therefore, extensive preparations for national defense were largely unnecessary. That we have been consistently victorious in all of our wars is a tribute to the resourcefulness and courage of our people. That each struggle was unnecessarily prolonged is directly chargeable to our lack of prudent foresight.

Our Regular Army has always been kept small—scarcely a nucleus of the force required in even a minor emergency. In every crisis we have been forced to rely on large numbers of citizen-soldiers, hastily called to the colors after the outbreak of hostilities. In each case our greatly augmented forces have been tremendously handicapped by the lack of military training and of essential equipment.

While opposition to a large standing army was frequently manifest in our early history this attitude did not extend to the militia. The need of a partially-trained militia for local protection against Indian raids was frequently evident throughout our colonial history. The training and equipment of the early militiamen were relatively simple. Every frontiersman was a rifleman. Fowling pieces hung at every hearthstone, ready for service against a marauding

savage or as a means for providing family sustenance. Our Bill of Rights provides that the right of the people to keep and bear arms shall not be infringed, basing this guarantee on the declaration that a well-regulated militia is necessary to the security of a free state.

While sentiment was always favorable to the organization of the militia, the training, arming and equipping of such a force were left largely to the states until comparatively recent years, when the federal government began to contribute materially to the upkeep of the organized militia—or National Guard, as it has come to be known in more recent years. State troops participated in all of our wars, but in each case, with the single exception of the World War, militia regiments were reorganized as volunteer units on being mustered into the federal service. During the World War the National Guard was greatly expanded and organized into a number of splendid divisions, which achieved brilliant records on the battlefields of Europe.

The World War saw the United States Army increased to the greatest strength in its history. During that struggle, 4,057,101 were enrolled in the Army. Of these, 2,057,675 served with the American Expeditionary Force in France.



"The Field Artillery Journal"

Following the war the United States Army was completely reorganized under the National Defense Act of 1920, the finest piece of military legislation in our history. It provided that the Army of the United States should consist of the Regular Army, the National Guard when in federal service, and the Organized Reserves. Thus, for the first time, the National Guard was made, as a matter of law, a component of the United States Army. The federal government assumed a definite responsibility for the organization, training and equipment of the militia.

The military system established by the National Defense Act is the basis for the present organization of the United States Army. This Act authorizes a Regular Army of 18,000 officers and 280,000 enlisted men, and a National Guard with a strength of 425,000. The numbers authorized by the National Defense Act have never been attained. Budgetary limitations have kept the enrollment in our Army far below the authorized strength.

At the close of the World War there was available for military service approximately 4,000,000 veterans, most of them thoroughly trained soldiers. There were also available tremendous quantities of war supplies of every description. With the passing



Signal Corps

Service Test with Recently Developed Medium Pontoon Equipage

Courtesy "The Military Engineer"

of time practically all of the veterans became unavailable for service, and war stocks were largely exhausted by reason of depletion and obsolescence. The commissioned and enlisted strength of our Regular Army reached a low point of 125,000.

A few years ago steps were initiated to strengthen and modernize our Army. The strength of the Regular Army has been gradually built up to about 13,500 officers and 227,000 enlisted men and that of our National Guard to 15,000 officers and 235,000 enlisted men. In our Reserves we have about 115,000 officers and 30,000 enlisted men.

The most spectacular advance has been in the Army Air Corps. A few years ago the aviation branch of our Army was small in numbers and possessed relatively few combat planes, most of which soon became obsolescent. Now we have a powerful air force, with its strength in personnel and aircraft practically tripled. When deliveries of airplanes now ordered are completed in the next 18 months, we will have in the Army 5,500 modern military planes of a quality equal to the best in the world. While this air fleet is much smaller than that of any of the principal European powers now at war it, nevertheless, constitutes a formidable force.

A few years ago the combat elements of the Air Corps in continental United States were placed under a single command and designated as the General Headquarters Air Force. This component of our Army is an organization of great mobility and tremendous striking power, capable of quickly countering any threatened attack on any part of the

country. Similarly, our aviation has been materially strengthened in Hawaii, Puerto Rico, Alaska and the Panama Canal Zone. Eleven new air fields have been recently established or are now under construction. These include air bases in Hawaii, Puerto Rico, Alaska, the Panama Canal Zone, and in Washington, Utah, Massachusetts and Florida.

A recent important change has been made in the organization of the Regular Army infantry division. Our World War division had a strength of approximately 28,000. Following the war this was reduced to about 20,000. The most recent change gives to our reorganized infantry division a war strength of about 13,000. This smaller division is much more mobile, and its re-armament with modern weapons gives it greater effective power than that possessed in extensive training maneuvers in the southern part of the United States and in California. The National Guard, for the present, at least, will retain the old divisional organization.

Important among the new weapons with which our Army is being equipped is the new semi-automatic shoulder rifle—known as the Garand. This rifle, developed after a dozen years of research and experimentation, is believed to be superior to any similar weapon in use anywhere. It is capable of firing two and one-half times as many shots per minute as the Springfield or Enfield rifles with which our troops have heretofore been equipped.

A decided advance has recently been made in antiaircraft protection. Hundreds of new and very accurate antiaircraft guns have been procured and

(Continued on page 221)



Courtesy "The Field Artillery Journal"



The Honorable Harry H. Woodring

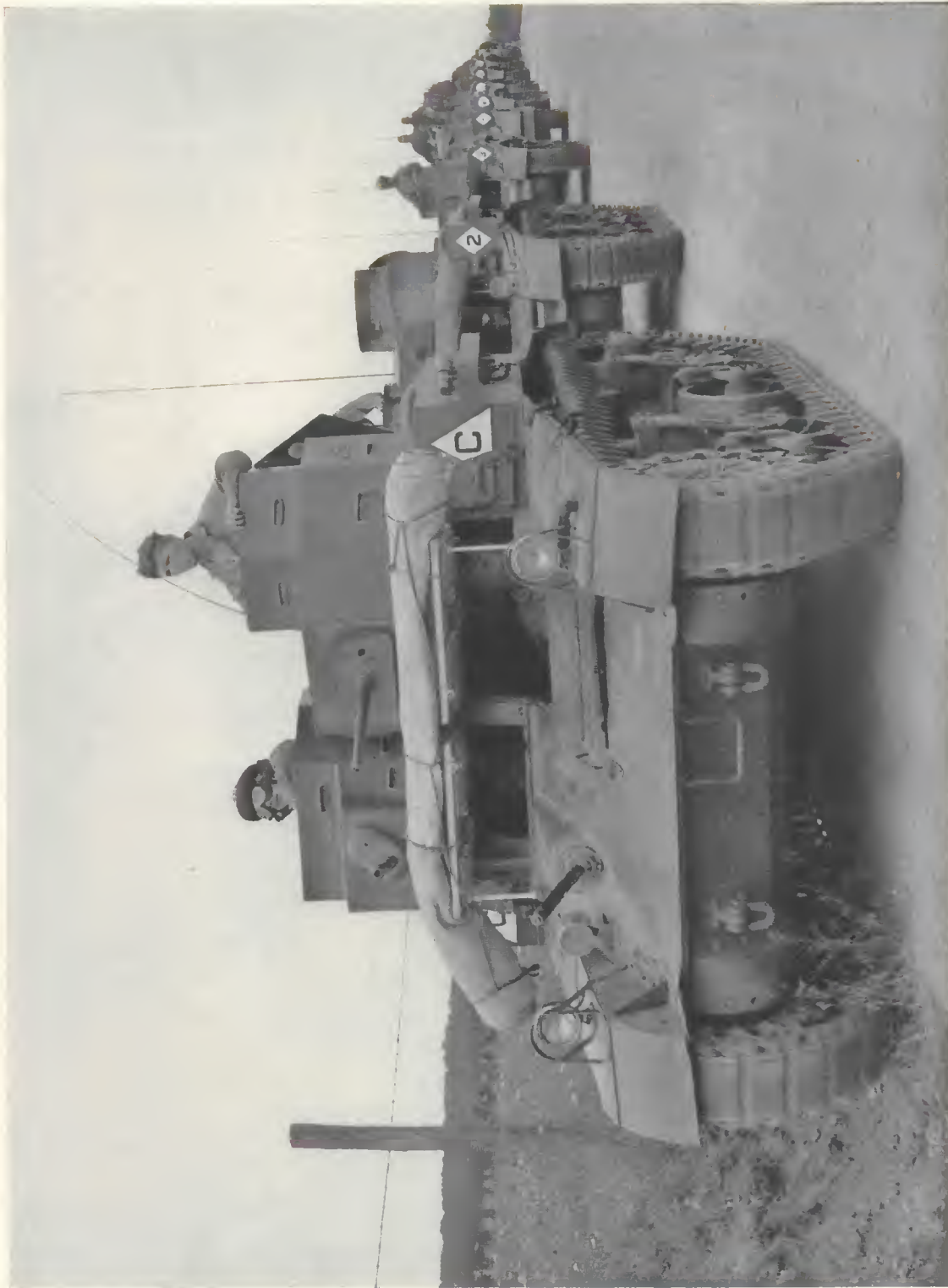
**Statement by
the
Secretary of
War**

So closely do the activities of Foreign Service Officers parallel those of the personnel of our Military Establishment that I deem it most appropriate that the AMERICAN FOREIGN SERVICE JOURNAL should see fit to publish an Army Number. Particularly opportune, in my opinion, is the publication of such an issue during this period of international tension, when the fortunes of the Foreign Service Officers and those of our own military service are closely interwoven.

It is my sincere hope that the military sections of the Army Number will prove not only of passing interest to the readers of the JOURNAL, but will serve to afford a worthwhile, if brief, survey of the manifold activities and missions of the land protective forces of our Republic.

The War Department is sincerely appreciative of the interest manifested by the Editorial Board of the AMERICAN FOREIGN SERVICE JOURNAL in the problems of National Defense.

HARRY H. WOODRING,
Secretary of War.



Signal Corps

Tanks of 66th Infantry Ready for Action, Maneuvers, 1939

Courtesy "The Military Engineer"



Signal Corps

16-inch Gun Being Tried in Hawaii

Courtesy "The Military Engineer"



Signal Corps

Courtesy "The Military Engineer"

Massed Mechanized Troops



Signal Corps

Courtesy "The Military Engineer"

A Command Post Awaiting Orders

MANEUVERS



Signal Corps

Troops Crossing Bridge near Biloxi, Mississippi

Courtesy "The Military Engineer"



Signal Corps

Guns of 83rd Artillery, Camouflaged in Wood

Courtesy "The Military Engineer"

The Army Air Corps

By MAJOR GENERAL H. H. ARNOLD, *Chief of U. S. Army Air Corps*

THE Army Air Corps today consists of approximately 43,000 men, 2,100 officers, 2,100 airplanes, 6 major air bases, and 30 minor stations. Tactically it is organized into 120 squadrons of all types.

A little more than a year ago the American people, the Executive branch of the Government, and the Congress decided upon a careful examination of our own air forces, their size, constituency, equipment, personnel, and training, in order to determine whether our air arm was adequate for national defense. As a result of those studies and that critical analysis, the President of the United States presented to Congress a program since called "The Air Corps Expansion Program," designed more nearly to put our air establishment on a par with our requirements in view of the world situation.

That program was submitted to and approved by Congress, and \$300,000,000 was appropriated in June of last year, and the Army Air Corps was authorized and directed to begin immediately to enter upon an expansion, increasing its personnel strength, officers and men, by a little more than 100%, and raising its airplane level to 5,500 planes. This program was to be accomplished in a period of two years, or to be completed by June 30, 1941.

About 9 months have elapsed since we initiated that tremendous undertaking. A stock taking of our accomplishments thus far, in brief summary, reads like this: All but about 800 of the enlisted men have been recruited, all the squadrons have been activated. About 400 additional officers have been trained and commissioned. Work has begun on 5 new air bases, one in Panama, one in Puerto Rico, one in Alaska, one in the Northeast section of the United States, and one in the Southeast section of the United States.

Our mechanics training program has been augmented until more than 6,000 men are now taking the 16 technical courses offered at the 3 subdivisions of our Air Corps Technical School. Our pilot training program has been increased by the inclusion of 9 civilian flying schools where primary instruction is given, and advanced instruction is now given at Randolph Field, the old primary school, at Kelly Field and Brooks Field, all located at San Antonio, Texas. 300 new pilot candidates begin training every 6 weeks, and about 150 graduates leave our advanced schools and go to the tactical units for

combat training at the end of every 6 weeks' period. Contracts have already been let for the procurement of most of the 3,000 additional airplanes, with the exception of less than 200, and orders for these will shortly be let.

Thus the greatest peace time expansion of any branch of our armed forces is well underway. The program has proceeded thus far on schedule and there is every reason to believe that it will be accomplished within the allotted period.

We shall have, therefore, on June 30, 1941, the following:

About 45,000 enlisted men—60% of whom will be skilled artisans and technical specialists.

About 4,300 officers—trained flyers.

11 Major air bases and a total of about 40 auxiliary stations.

5,500 airplanes—more than 3,300 of which will be of combat types.

A mechanic and pilot training establishment capably organized and service tested and more nearly capable of meeting war time requirements.

An expanded aircraft industry trained in mass production and more nearly organized and equipped to meet Mobilization Day requirements.

A preview at mobilization—an opportune preliminary effort at air expansion which will eliminate mistakes and haste and confusion which might otherwise follow Mobilization Day.

120 Squadrons organized into groups and wings—trained and equipped for air defense.

Continental and island air bases—all located and equipped to enforce hemisphere defense.

The sum total of the foregoing is that the Army Air Corps today is in the throes and toils of a tremendous, more than 100%, expansion, and on June 30, 1941, an organization and an establishment will have been created and erected designed to go a long way toward providing adequate air defense to the nation. The third frontier, the air frontier, will have been provided a stalwart bulwark. The United States will have recognized and provided for this third estate in warfare—air force operation and the protection of our air frontier. The Army Air Corps will stand overhauled and ready to combine with the land and sea forces as a protective triumverate to justify the cost to the nation, to provide a sound, sensible, and balanced national defense.

(Continued on page 227)



Signal Corps

Courtesy "The Military Engineer"

Army Air Corps Boeing B-17 "Flying Fortresses" Over New York City

Cooperation Between the State, War and Navy Departments

By SELDEN CHAPIN AND HARLEY NOTTER, *Department of State*

*"The great weakness of our Nation from the standpoint of national defense has been the want of a definite policy and the want of cooperation between the various agencies involved."**

IN an address on the foundation of the War College delivered before the Naval War College in 1892, the late Rear Admiral Alfred T. Mahan, generally recognized as the outstanding authority on defense policy that this country has produced, stated that every book bearing on the subject of naval tactics had been ordered for the War College and that the sum total was contained in a single short book shelf. If all the published material extant on the subject of cooperation between the Foreign Service and the Army and Navy could be collected it would not even fill a fraction of that space. Yet it can scarcely be denied that mutual understanding and cooperation between the three services having responsibility for the nation's external security are always vital, and during a deteriorating international situation, are of compelling urgency. It has been relatively easy in the past to overlook this fact during our decades of peace, but is more generally realized in government today that the developments in time of peace exert tremendous influence if and when war takes place. It may even be said that wars are won more in peace than during the conflict itself and only when coordinated policy fails do "guns begin to shoot."

It is sometimes forgotten that the intense republicanism of our founding years was reflected in a distrust not only of the military establishment as a whole, but even of a State Department charged with the conduct of international relations, and that these

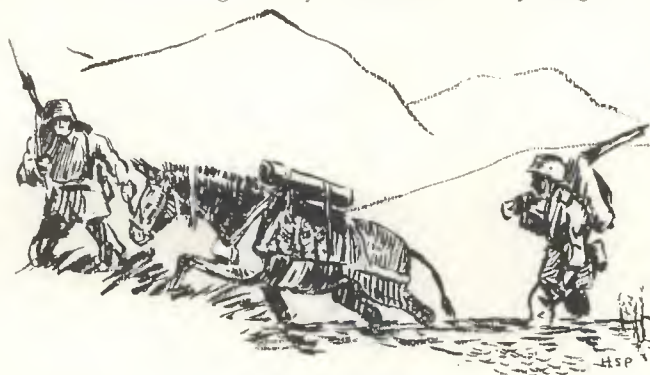
feelings were in a sense paired. It was only in the closing years of the nineteenth century that Congress was willing to create the title of ambassador, as well as that of full general and full admiral, and even then these titles, which were rendered urgent by the inferior standing of our officials in international intercourse, were very sparingly conferred.

Undoubtedly it was because the nation was engaged with the problems of its internal growth and continental expansion, along with a Revolutionary tradition of strong suspicion of most forms of international political intercourse, that the young government made no provision for formal cooperation between the State, War and Navy Departments. However, because the government was small, personal contact informally supplied the needs. It will be recalled that unconscious recognition of the interrelation of the three services was given by their housing in a single building, directly across the street from the Executive Mansion. It is of interest to recall in the first century of our existence that officers of our armed forces played an important and direct role in international intercourse. To illustrate, the "opening" of Japan was accomplished

by Commodore Matthew C. Perry in the capacity of executive agent bearing letters from the President to the monarch in the same manner as ambassadors today. Before that, it will be recalled that negotiations with the Barbary pirates were carried on by naval officers and that our earliest relations with the new republics of

South America were to a large extent carried on through commanders of naval ships and squadrons. It is still true today that naval officers possess when ashore in foreign lands a partly diplomatic character.

Since it was the Navy which alone of the armed services had direct access to the foreign states, the



"The Field Artillery Journal"

*The Chairman of the Committee on Naval Affairs, House Report No. 584, 62d Congress, 2d Session, April 22, 1912.

Army naturally did not have the role of a direct participant in the same manner. However, as opportunity afforded, United States military officers frequently were charged with diplomatic responsibilities abroad in near neighbor states, such as General E. H. Crowder in Cuba and General McCoy in Central America, and earlier

(1865) General J. M. Schofield in France. The representation of General T. H. Bliss on the Peace Commission, and the humanitarian and other services, quasi-diplomatic, performed by United States military officers in the devastated regions of Europe, after the World War are fresh in memory.

As the United States has accumulated increased world interests and the responsibilities of maturity, and as the Government in Washington enlarged and became complex in response, the individual State, War and Navy Departments themselves enlarged and became more complicated. It was no longer possible to know easily to whom to refer matters of mutual interest or to deal on the friendly and informal basis. There were so many problems arising daily that for the mere sake of record it was necessary to reduce discussions to memoranda or letters. Accompanying this change there naturally but regrettably grew up such demands upon the available time of officers that thorough oral discussion of problems was frequently no longer possible. For the sake of efficiency of action, smaller and smaller specialist bureaus evolved, and the officers even outside office hours found it increasingly difficult to maintain a wide circle of acquaintances through which media it would have been possible to exchange views informally on problems which should be of common interest. The trend, then, was for the three departments to operate in a kind of near isolation—obviously artificial since none was a self-contained entity. Even during the so-called “intervention period” in this hemisphere, so strong was the sense of separateness that in certain places it required years to develop a satisfactory basis of adjustment and cooperation between the representatives of the services on the spot.

Indeed, at the very time that this segregation was rising this Government was proceeding in this hemisphere, for example, on a program of extensive international cooperation which absolutely necessitated cooperation between the three national Departments. In the early years of that “good neighbor”

The October, 1939, issue of the JOURNAL was devoted to the U. S. NAVY and in observance of NAVY DAY, October 27, the special NAVY NUMBER saluted that sister-service.

The JOURNAL is proud to dedicate this issue to the U. S. ARMY in observance of ARMY DAY on April 6.

policy, despite the fact that all three Departments were in agreement upon the principles, the segregation rendered needlessly difficult the exchanges of views which were essential to effective, expeditious action. The cooperation between the representatives of the State, War and Navy Departments in a foreign mission

were far closer and the exchanges of views in at least many cases more extensive than was true in Washington itself—fortunately so. However, the desires of the officers of these three Departments in the Capitol were in agreement in deploring the lack of means of cooperation which would not only lead to a clearer understanding of the Views of each other but would expedite action and free the officers from those sometimes embarrassing delays and petty difficulties symbolized by “red tape,” and in deploring the existence in certain instances, fortunately rare, of jealousy and even some lack of mutual confidence among the departments.

Many of these difficulties and regretted attitudes are now disappearing—disintegrating under a definite growth of appreciation and understanding amongst the officers concerned. This is directly due to the wise directives and friendly leadership of the Chief Executive and the higher officers of the three Departments who have themselves taken a deep personal interest in promoting intra-departmental harmony in behalf of the nation's best interests. This development is proceeding in a gratifying manner, though as all realize much remains to be done. It extends even to the education of officers. Since a few years ago State Department officers have regularly given specialist addresses at the Army and Navy War Colleges, and military and naval officers now regularly lecture on military and naval administration before the Foreign Service School. During January 1940, for the first time, four Foreign Service officers attended a month's course at the Army War College. It will be to the lasting credit of the responsible officers of the Government that the cooperation in behalf of agreed upon policies, and in official and informal intermingling of the officers of the three Departments through meetings during office days and also social engagements, has become extensive enough that at least the officers of one Department know some of the officers of the other Departments with whom they must carry on

(Continued on page 226)

Pioneers of the Air*

By COL. F. P. LAHM, U. S. Army Air Corps

IT was my pleasure to know the Wright Brothers in the earliest days of the Air Corps, though my first meeting was entirely unofficial and in no way connected with the service. In the summer of 1907, while recuperating from a long illness, I was lying in one of those beautiful gardens at St. Germain, outside Paris, when my father walked in the gate with Wilbur and Orville Wright, and there began a friendship that was to continue for many years.

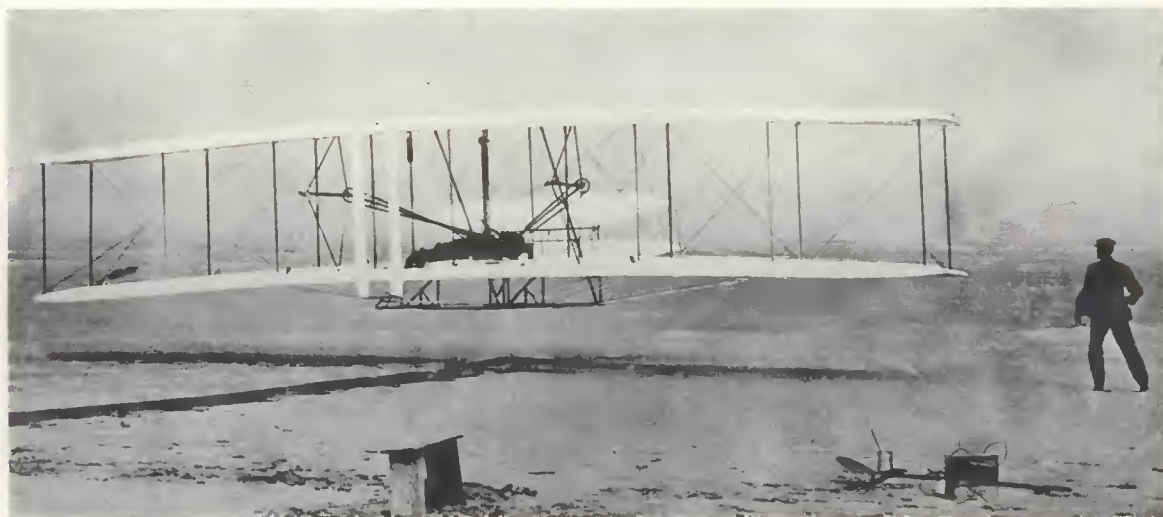
It may be interesting to know how my father knew the Wright Brothers. It is a rather long story, but briefly put, is as follows: In December, 1905, while living in Paris, he heard a report that the Wright Brothers of Dayton, Ohio, had actually flown in a heavier than air machine. He cabled to a relative in Ohio as follows: "Verify what Wright Brothers claim, necessary go to Dayton, prompt response, cable." The message was forwarded and delivered in Chicago in the night, but was a puzzle. However, my uncle vaguely recalled having heard of the Wright Brothers and their flying machine in Dayton; so he wired and eventually visited them in Dayton, interviewed witnesses of the flights, talked

at length with the Wright Brothers, and made a full report in writing to my father in Paris. This report was presented at a meeting of the Aero Club of France, but it fell on skeptical ears, although it did lead to a violent discussion lasting late into the night. My father then published the report in the Paris edition of the *New York Herald*, where it was given the heading "Flyers or Liars." This led to more discussion, more doubts, but did lead to a direct contact with the Wright Brothers. So it was natural that when they came to Paris, in the summer of 1907, he should see them and learn the facts first hand.

My next meeting with the Wright Brothers was in Washington. Having been detailed to the Signal Corps for aeronautical duty in September, 1907, and directed to make not to exceed two visits to London and Berlin for the purpose of investigating aeronautics, I complied with my orders, extending my investigations to Brussels and Friedrichshafen, and reported to the Chief Signal Officer, General Allen, in Washington the last of 1907. He directed me to report to Captain C. de F. Chandler, in charge of the Aeronautical Division of the Signal Office which he had organized on August 1 of that year.

On December 23, 1907, invitations were sent out

*Courtesy "The Sperryscope."



The First Flight by Man: The Wright Brothers' Aeroplane, December 17, 1903, at Kitty Hawk, North Carolina

by the Chief Signal Officer for bids for a heavier than air machine of the following specifications: "Carry two persons having a combined weight of 350 pounds, sufficient fuel for a flight of 125 miles; remain continuously in the air for an hour with two persons, during which time it must be steered in all directions without difficulty and at all times under perfect control and equilibrium, after which it shall return to the starting point and land without any damage that would prevent it immediately starting upon another flight; have a speed of 40 miles an hour in still air with a bonus of 10% for every additional mile made up to 44 and a reduction of 10% of the purchase price for every mile below 40, but below 36 would be rejected. The machine should be quickly and easily assembled and taken apart, packed for transportation in army wagons, and then reassembled on the field and put in operating condition in about one hour. It should be able to ascend or descend in any country encountered in field service, landing without requiring a specially prepared spot and without damaging its structure. The starting device should be



Colonel Lahm as a Captain in the U. S. Army Signal Corps

The author of this article is Senior Military Aviator of the United States Army. As early as September 30, 1906, he was the official United States entrant and winner of the first Gordon-Bennett International Balloon Race, making a flight of 402 miles from Paris, France, to Flyng Dale, England.

Col. Lahm was a member of the Board that conducted the tests of the first Wright plane purchased by the Army. After the acceptance trials he was instructed as an airplane pilot by Wilbur Wright and received his Aero Club license. In 1909, together with Orville Wright, he set a world's record for endurance flying of one hour and twelve minutes.

In recognition of his service during the World War, especially as commanding officer of the Air Service of the Second Army, Col. Lahm was awarded the Distinguished Service Medal. He also holds the French Legion of Honor and other decorations.

Col. Lahm was named Assistant Chief of the Air Corps with the rank of Brigadier General in 1926. At the present time he is on duty at Governors Island as Air Officer of the Second Corps Area.

simple and transportable, and another device should be provided to permit safe descent in case of an accident to the propelling machinery. The whole machine should be sufficiently simple to enable an intelligent man to become proficient in its use within a reasonable time, and the price of the machine must include the instruction of two men in its handling and operation."

The machine was to be accepted only after successful trial flights, including prescribed tests of its speed, endurance and all other requirements of the specification. Three trials were to be allowed for speed and three for endurance, and both tests, the expense of which were to be borne by the manufacturer, were to be completed within thirty days after delivery of the apparatus.

The general dimensions were to be determined by the manufacturers, who were to submit with their proposals:

- (a) Drawings to scale showing the general dimensions and shape of the machine they proposed to build;
- (b) the speed for which it was designed;
- (c) total surface area of the supporting planes;
- (d) total weight
- (e) de-

(Continued on page 214)



Signal Corps

Camouflage for Gun of 83rd F. A.

Courtesy the "Quartermaster Review"



Signal Corps

Displaying the Garand, the Army's new semi-automatic service rifle

Courtesy the "Quartermaster Review"

**THE
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The American Foreign Service Association

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

On the occasion of the annual observance of Army Day, April 6, it is an honor for the JOURNAL to dedicate this number to an associate service and to pay the respects of the members of the Foreign Service to the United States Army.

There is included elsewhere in this issue an article on cooperation between the State, War, and Navy Departments, which, it is believed, will be of considerable interest to our readers. We have often felt that, not only in Washington but in the field as well, there has not always existed between these branches of the Service that mutual understanding and single-minded collaboration essential to the best interests of this nation. In these troublous days of political upheavals, wars, and devastation, this cooperation is doubly necessary and it is gratifying to note that present world conditions have drawn the State, War, and Navy Departments into new channels of cooperation and into increased collaboration in furthering national ideals and interests.

In this era the military cannot be detached from the economic, political, or social. If an army marched on its stomach in the past, today it moves to the front on the products of the factories and mines behind the lines, and in accord with the spirit of the people at home. Internal economic, financial and social conditions thereby take on an added importance in evaluating the true military situation in a given country. Security has become increasingly a matter of coordinate action; there are but few national factors which have no bearing on it. The military or naval attaché abroad may obtain much of value from his Foreign Service colleague, who has studied, perhaps more assiduously, these conditions. On the other hand, a more technical knowledge of military or naval matters than is generally possessed by the Foreign Service officer is often a prerequisite to a full understanding of the problems of the country in which he is stationed. The military or naval attaché can be of infinite assistance to him in this respect. Thus, it is a matter of mutual advantage to the representatives abroad of the three branches of the Service to work in close collaboration and to hold each other in the closest confidence.

Today we are witnessing a harmonization of action and a whole-hearted spirit of cooperation between the State, War, and Navy Departments which we sincerely hope will continue to grow, the abiding interests and hopes of the nation require such action and cooperation among these three Departments where the nation has lodged the responsibility for its peace, security, and hopes for a happier international order.



News from the Department

By REGINALD P. MITCHELL, *Department of State*

The Secretary

The Secretary, on February 26, appeared before the Senate Finance Committee on hearings concerning the reciprocal trade agreements program. On February 29 he received a group of 25 business periodical editors.

On March 1 he received the newly-appointed minister of Australia, the Right Honorable Richard G. Casey, who presented his letters of credence to President Roosevelt on March 5. On March 2 he received three officials of the United States Junior Chamber of Commerce, including Perry Pitkin, president; Thomas P. Reid, executive vice president, and Fred Linton.

On March 4, Secretary and Mrs. Hull, among other Cabinet members and their wives, attended special services at St. John's Episcopal Church for President Roosevelt to mark the completion of seven years by the administration and the entrance upon the eighth year. On the same evening Secretary and Mrs. Hull attended the dinner given by the Cabinet in honor of the President and Mrs. Roosevelt, the event being held at the Carlton Hotel by reason of the residence there of Secretary Hull as ranking member of the Cabinet.

On March 16 the Secretary was a guest of honor at the annual banquet of the White House Correspondents Association, at the Willard Hotel.

Assistant Secretary Berle

Assistant Secretary Berle delivered an address on the subject, "The Diplomatic Defense of the Americas," on February 15 at the *New York Herald-*

Tribune Forum Inter-American Conference. On February 24 he addressed a dinner meeting of the National Farm Institute held at Des Moines.

Assistant Secretary Grady

Assistant Secretary Grady made seven speeches on the subject of the reciprocal trade agreements program and the role of the United States in economic reconstruction between February 15 and March 11. He spoke before the Foreign Traders Association of Philadelphia on February 15, his address having been broadcast; he spoke at a special broadcast of the Round Table program of the University of Chicago in February 18; he spoke at the Chicago World Trade Conference on February 20; he spoke at the annual banquet of the Rock River Valley Traffic Club at Rockford, Illinois, on February 21; he spoke at the New School for Social Research in New York City on February 29; and on March 11 he spoke twice in Providence, Rhode Island, at a joint meeting of the Kiwanis, Lions and Rotary Club and the Town Criers, celebrating Rhode Island World Affairs Week, and on the same evening at Brown University there.

Chief, Division of the American Republics

Laurence Duggan, Chief of the Division of the American Republics, spoke in Washington on February 29 on the occasion of the announcement of the extension of the American School of the Air to the other American Republics.

Ambassador R. Henry Norweb

The recently-appointed Ambassador to Peru, Mr. R. Henry Norweb, arrived in Washington on Feb-

ruary 25 by air from his last post at Port-au-Prince. He and Mrs. Norweb proceeded on March 3 to their home in Cleveland, following a brief stay there the Ambassador returned to the Department and occupied a desk in the Division of the American Republics until joining Mrs. Norweb in New York City on March 16. They sailed on March 22 on the *SS Santa Lucia* for their new post.

Announcement was made in the *New York Times* on March 10 that the Ambassador had been appointed as one of five judges for the 1939 William S. Paley Amateur Radio Award to fill a vacancy created by the death of Arthur E. Kennelly, Harvard professor emeritus. The trophy was established in 1936 for "that individual who, through amateur radio, in the opinion of an impartial board of awards, has contributed most usefully to the American people, either in research, technical development or operating achievement, and to be open to all amateur radio operators in the United States and Canada."

Ambassador William C. Bullitt

The Ambassador to France, Mr. William C. Bullitt, in mid-March continued to maintain a temporary office in the Department and to spend the greater part of his time in Washington. On March 8 he accompanied Archdukes Otto and Felix of Hapsburg to the White House and presented them to President Roosevelt. He planned to leave the United States in early April for Paris.

Minister David Gray

The recently-appointed Minister to Ireland, Mr. David Gray, accompanied by Mrs. Gray, sailed from New York City on March 9 on the *SS Washington* for Genoa en route to Dublin.

Minister William H. Hornibrook

The Minister to Costa Rica, Mr. William H. Hornibrook, arrived at New York City on March 3 on the *SS Talamanca* from his post on 60 days' home leave. He registered at the Department on March 8, and on the following day he was received by President Roosevelt at the White House. He planned to spend part of his leave at Salt Lake City.

Minister Herbert C. Pell

The Minister to Portugal, Mr. Herbert C. Pell, arrived in New York City on March 16 on the *SS Saturnia* from his post on a brief leave in the United States.

Minister George H. Earle

The recently-appointed Minister to Bulgaria, Mr. George H. Earle, sailed from New York City on March 9 on the *SS Washington* for Genoa en route to Sofia. He was accompanied by Mrs. Earle and three sons, George, 23 years old; Laurence, 16 years old; and Ralph, 11 years old.

Foreign Service Officers

Ellis O. Briggs, Assistant Chief of the Division of the American Republics, will represent the Department at a Foreign Service conference at Rio on April 20-26 for F.S.O.'s on the East Coast of South America, Paraguay included. The Ambassador to Brazil, Mr. Jefferson Caffery, will serve as honorary chairman of the conference, and William C. Burdett, Counselor and Consul General, will be in charge of arrangements. Mr. Briggs, accompanied by Mrs. Briggs, will sail for Rio from New York City on the *SS Argentina* on April 5.

Cecil B. Lyon, Third Secretary at Santiago, concluded a temporary detail in the Secretary's office on March 1. He and Mrs. Lyon then visited Charleston, South Carolina, for 10 days before revisiting Washington for several days. Accompanied by their two daughters, Alice Emily, five years old, and Lila, three years old, they left for a visit in New York City and in New Hampshire, preparatory to sailing from New York on April 5 on the *SS Argentina* for Rio to attend the Foreign Service conference there to assist Mr. Briggs. At its close, they will continue on to Santiago.

Everett F. Drumright, Second Secretary at Chungking, visited Mexico City at the conclusion of home leave and sailed from San Francisco on March 12 on the *S.S. President Cleveland* for Honolulu to spend about 10 days before resuming his trip on the *S.S. President Pierce* en route to Hong Kong. He planned to arrive at Chungking about May 1.

Beginning March 1 the 4-12 P.M. and the 12-8 A.M. "watches" in the Secretary's office were staffed by Vice Consuls Aaron S. Brown, William D. Moreland, Jr., and Wales W. Signor, and by Henry E. Allen, until this assignment attached to the Division of Trade Agreements. Mr. Allen is the son of Percy F. Allen, Assistant Director of Personnel of the Department.

Vice Consul Signor was assigned to the Secretary's office temporarily following his arrival in Washington on February 2. He had arrived from his post at Melbourne on February 20 on the *S.S. Monterey* at San Francisco accompanied by Mrs. Signor and their two children, Richard, six years old, and Grace Adele, two years old. On February 8 Richard celebrated his birthday twice, once while the ship was in port in Fiji, and again upon crossing the International Date Line en route to Pago Pago. At the conclusion of his detail Mr. Signor planned to take leave at his home in Ypsilanti, Michigan.

David M. Clark, Vice Consul at Callao-Lima, visited the Department on March 14 following his arrival with Mrs. Clark at New York City on March 5 on the *S.S. Santa Clara* from their post. He was assigned to trade detail work at New York City,

Philadelphia and Wilmington, Delaware, after which he planned to spend home leave at his home in Philadelphia.

John F. Huddleston, until recently Consul at Dresden, concluded an extended temporary detail in the Department, principally in the Special Division, on February 15 and left for Lakewood, Ohio, to resume leave.

Howard H. Tewksbury, Commercial Attaché at Quito, visited Washington in late February and early March before resuming leave preparatory to sailing for Quito in early April.

John B. Ocheltree, Third Secretary and Consul at San Jose, who during the past several months has been on temporary details at Caribbean posts, visited the Department on February 29 upon his arrival by plane from Caracas, where he had spent two weeks on official business. He left Washington on home leave.

John M. Cabot Second Secretary at Guatemala, registered at the Department on March 1 upon arrival from his post on leave. He left on the following day for a two weeks' stay in Boston.

Jay Walker, until recently Vice Consul at Cairo, registered at the Department on February 29 following which he will proceed to his new post at Pará.

Paul W. Meyer, Consul at Yunnanfu, visited the Department on March 1. He arrived at San Francisco on January 18 on the *S.S. President Pierce*. He visited there and in Los Angeles, spending most of February in New York City. He planned to sail with his family from San Francisco on April 5 on the *S.S. President Coolidge*. In the *New York Times*' book review section of March 3 Mr. Meyer is prominently mentioned in a review of a new book entitled, "Burma Road."

Henry B. Day, Consul at Sydney, arrived at Los Angeles on February 19 on the *S.S. Monterey* from his post on home leave. He registered at the Department on February 25 and divided his time during his first several weeks between Washington and New York City.

Samuel H. Wiley, Consul at Havre, arrived at New York City on February 23 on the *S.S. Manhattan* from Genoa on one month's leave. He visited the Department on March 12 for a stay of several days and planned to have sailed from New York City on the same vessel on March 23 to return to his post.

Harold L. Williamson, until recently Consul at Hamilton, Bermuda, arrived at New York City on March 7 on the *S.S. President Roosevelt* from Hamilton accompanied by Mrs. Williamson and their two daughters, Lea, 13 years old, and Joan, 8 years old. He visited the Department on March 11 and 12, and planned to return again in April for

a longer stay before proceeding to his new post as Consul at Guatemala.

Richard D. Gatewood, until recently Vice Consul and Third Secretary at Rio, visited the Department for several days beginning on March 7 following his arrival at New York City on March 4 on the *S.S. Brazil* from Rio. He left for his home on New York to remain until the termination of his leave.

Charles A. Cooper, Vice Consul at Shanghai, registered at the Department on March 4 and spent a week before proceeding to New York City on a brief visit. While en route from Shanghai aboard the *S.S. President Coolidge* he stopped off in Honolulu for a stay of two weeks and arrived in San Francisco on February 14 on the *S.S. Lurline*. He visited his home on Humboldt, Nebraska, for two weeks before proceeding to the Department and planned to spend the latter part of his leave also in Humboldt.

Paul C. Squire, Consul at Venice, on February 21 concluded a temporary detail of approximately six months in the Department, having been one of the first F.S.O.'s called into the Special Division when it was established immediately prior to the outbreak of hostilities in Europe. He and Mrs. Squire left Washington on that night for New York City and sailed on February 24 on the *S.S. Vulcania* for Venice.

Herbert S. Bursley, Assistant Chief of the Division of the American Republics, arrived in Washington by train on March 4 from Mexico City after representing the Department at the Consular Conference held there February 19-24, inclusive.

Avra M. Warren, Chief of the Visa Division, who also represented the Department at the Consular Conference, underwent an appendectomy in Mexico City on February 24 and remained in the hospital there for one week before proceeding by plane to Washington.

Consuls Earl W. Eaton of Durango, Lee R. Blohm of Chihuahua, and Julian L. Pinkerton of Torreon narrowly escaped injury in a train wreck on February 26 at Queretero, Mexico, while returning to their posts from the Consular Conference at Mexico City.

Allen Haden, Third Secretary and Vice Consul at Ciudad Trujillo, accompanied by Mrs. Haden, arrived at New York City on February 19 on the *S.S. Coamo* from their post and proceeded to Washington.

Elvin Seibert, Third Secretary and Vice Consul at Bangkok, accompanied by Mrs. Seibert and their son, Christopher, arrived at New York City on February 18 on the *S.S. President Harrison* from their post via Suez. After visiting the Department, he returned to New York City, leaving there, with his

(Continued on page 236)

News From the Field

FIELD CORRESPONDENTS

ACKERSON, GARRET G., JR.—*Rumania, Hungary*
 ACLY, ROBERT A.—*Union of South Africa*
 BARNES, WILLIAM—*Argentina, Uruguay, Paraguay*
 BECK, WILLIAM H.—*Bermuda*
 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*
 CRAIN, EARL T.—*Spain*
 DICKOVER, ERLE R.—*Netherlands Indies*
 ENGLISH, ROBERT—*Eastern Canada*
 FERRIS, WALTON C.—*Great Britain*
 FULLER, GEORGE G.—*Central Canada*
 GADE, GERHARD—*Ecuador*

GROTH, EDWARD M.—*India*
 HALL, CARLOS C.—*Panama*
 HICKOK, THOMAS A.—*Philippines*
 JOSSELYN, PAUL R.—*British Columbia*
 KUNIHOLM, BERTEL E.—*Baltic countries*
 LANCASTER, NATHANIEL, JR.—*Portuguese East Africa*
 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*
 PRESTON, AUSTIN R.—*Norway and Sweden*
 REAMS, R. BORDEN—*Denmark*
 SCHULER, FRANK A., JR.—*Tokyo area*
 SERVICE, JOHN S.—*Central China*
 SMITH, E. TALROT—*Nairobi area Kenya*

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

NAPLES

The arrival of the S.S. *Manhattan* at Naples on January 11th was the inauguration of the new steamship service to Italy by the United States Lines and was made the occasion of some ceremony.

Mr. Tarleton Winchester, the passenger agent of the United States Lines for Europe, entertained a large number of guests on board at a special luncheon, including the Hon. William Phillips, American Ambassador, who came down from Rome for the occasion, Captain Thomas C. Kinkaid, Naval Attaché, and David Williamson, Esquire, Secretary of the Embassy, who accompanied the Ambassador, and Consul William E. Decourcy. All of the prominent local officials were also guests.

The *Manhattan* aroused great interest in Naples which is acutely ship-conscious.

THOMAS D.
BOWMAN.

SEVILLE

The Harvard Columbus Expedition which was organized to find out more about Columbus' four voyages to America and to definitely identify the islands and places he discovered came to Seville, where Professor Samuel E. Morrison, director of the expedition, Dwight W. Morrow, Jr., and other members spent a number of days studying documents relating to the discovery, conquest and governing of the New World, including several signed by Pizarro, Fernando Cortés, Magellan, Balboa and Amerigo Vespucci, now housed in the General Archives of the

Indias in Seville. The Columbina Library founded by Fernando Colón, Columbus' son, also afforded a large collection of rare works, for these scholars, including the "Manuscripts of Columbus" and others with marginal notes in the



This is not only a good view of the *Manhattan* upon the occasion of her first call at Naples, but also of the new maritime station. The station is equipped with the most modern facilities.

(Continued on
page 233)

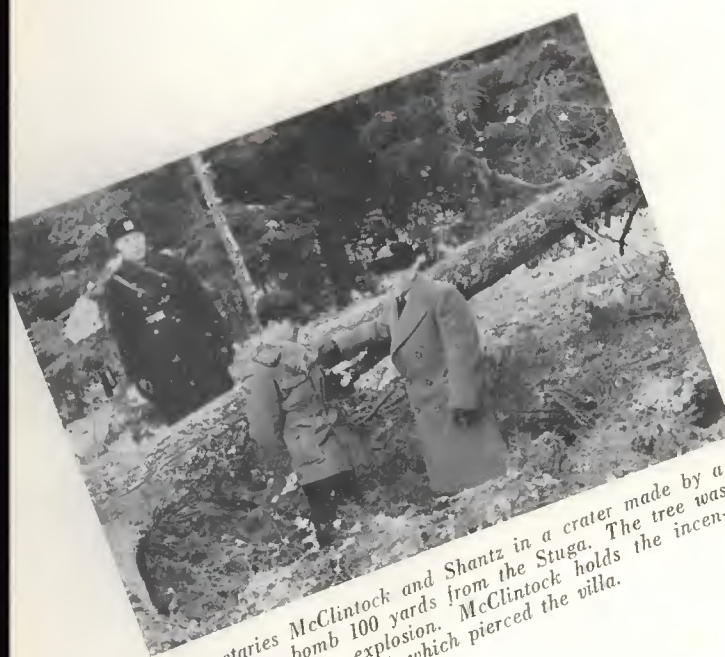
RECENT SCENES ON THE GROUNDS OF THE AMERICAN LEGATION'S
VILLA NEAR KÖKLAX, FINLAND



Secretaries McClintock and Shantz measure a bomb crater with Secretary Higgs in the background.



Military Attaché Major Frank B. Hayne holding crumpled tail fins of a bomb.



Secretaries McClintock and Shantz in a crater made by a bomb 100 yards from the Stuga. The tree was uprooted by the explosion. McClintock holds the incendiary bomb which pierced the villa.



Secretary McClintock, Minister Schoenfeld, Major Hayne and Secretary Shantz with the Stuga in the background.

The Bookshelf

J. RIVES CHILDS, *Review Editor*

AMERICA AT WAR, 1917-1918, by Frederic L. Paxson. Houghton Mifflin & Co., 1939, pp. 453. \$3.75.

In this second volume of "America's Democracy and the World War," a brilliant historian has written a masterly study of democracy in action. In no other analysis of the war fought by the United States during 1917 and 1918 has precise technique so successfully been combined with literary condensation of statement and convincing understanding of that gigantic and complex story. Dr. Paxson knows how lumbering democracy is, but he also knows, and tells with thorough description, how in crisis, when a definite objective has been determined, "even a democracy may act with speed, directness, efficiency, and weight."

The American democracy waged war twenty months. The effort is analyzed along three main lines: the organization for warring, a narrative of episodes, and the intangibles: ideas of democracy, war aims, and reconstruction. The United States had to organize to fight after war started, laboring under the baffling handicap of not knowing whether we would limit our effort to the supplying of ships and supplies to our Associates, or whether we would also send an army to engage in actual combat. The idea of a huge expeditionary force was not considered until Pershing, arrived in France, began to hammer for it.

The coordination of the civilian war effort was vital. One has only to mention food, fuel, liberty loans, and transportation to recall to those who lived the tremendous experience of that day the pervasive role of civilians in a democracy at war. Even the censorship was carried through by them—and in the main wholly voluntarily.

After organization at home, the story moves to the struggle for an American army under the American flag on the front in France. Several aspects of that struggle appear here for the first time in a setting which adequately discloses its realistic character. Perhaps the detail is too plentiful, but at least the American military participation is told with a clarity and completeness which reminds one of the great writings of James Ford Rhodes on the Civil War. Professor Paxson, with experience as a Major, U. S. Army, attached to the historical section of the War Plans Division of the General Staff, 1918-1919, and with two decades of scholars' studies to aid, perhaps definitely recounts here the internal struggle carried on among the allied and associated

high command for coordination in behalf of an agreed strategy. The accumulation of various types of difficulties is impressive and oppressive. The almost overwhelming problem of transportation of an army of two millions with necessary services of supply, the confusion near the front as relatively inexperienced officers moved troops, the enormous hardships of maintaining liaison at the front, and other large and small harassments constituted the gravest test ever facing a democracy which had never before conducted a modern war overseas.

A war is fought to make a peace. In 1917-1918 the center of the American peace planning was the White House; the remainder of the organization was private, headed by Colonel House, and located in New York under the name of "The Inquiry." Selected specialists in history, geography, economics and government there reviewed history and made the expert studies essential in founding solidly the terms of peace which would be supported by the American Government at the peace conference. The author's comments in this connection have particular interest to readers of this journal.

If, as is hoped, Professor Paxson will follow this volume with another on the peacemaking and the delayed impact of the war on our policies abroad and at home as revealed in the post-armistice years, he will have completed a remarkable essay on American Democracy and the World War. So socially minded a historian may be expected in such a third volume to analyze the profound social changes which occurred in the United States partly because of our war effort and partly because that effort suspended the great reforms which the war interrupted. In addition, this historian of the American frontier, where our individualism most developed, will not fail to measure the upheaval in personal adjustment to modern America experienced by millions of Americans after "the boys came home." These things too are part of the war "to make the world safe. . . ." Together they made the epoch which gave Americans new perspective—and a maturity now beginning to be felt.

HARLEY NOTTER.

MOMENT IN PEKING, by Lin Yutang. The John Day Company, pp. 815. \$3.00.

This book should be on the "compulsory reading"

list not only of those who wish to know "something about China" but for those who, having lived there, have come to know and love the country and its people. For the latter, it will be a nostalgic book, especially for those who have lived in Peking, for the descriptions of that city with its parks, palaces and temples, the pageantry of its streets, are magnificently done. For those to whom China is still far-off and alien, "Moment in Peking" must prove a thrilling voyage of discovery.

It is a brilliant panorama of the forty years from the Boxer Uprising of 1900 to the present, seen entirely through Chinese eyes. It is not an impersonal historical review. It is history in the making, vividly real and moving, the events told as they occurred in the day to day living of the book's people, influencing and altering their lives.

The story centers around one upper-middle-class family, the Yaos, and the two charming daughters of the house, Mulan and Mochow. But there are hosts of other characters, each one clearly delineated. One comes to know Mulan, Mochow, their parents, their unhappy brother, their friends, the servants, as if one were actually living in the very heart of a Chinese household. One shares in the many festivals and ceremonies of a people who have made a pageant of birth and life and death, and one comes to understand the deep spiritual significance which such ritual lends to every day living.

If sometimes the author seems to indulge in special pleading for a social system which he passionately approves, if, for example, he tries at times to make a marionette out of Mulan to "point a moral and adoru a tale," let him be forgiven, for usually Mulan outwits him, thinking, feeling and behaving as her very human self, refusing to pose as the perfect flower of a social scheme. And he does make one feel that in our own hurried hit-or-miss manner of living, we have lost that spiritual grace and serenity which should be the ultimate achievement of any civilization.

MARIQUITA ATCHESON.

BURMA ROAD, by Nicol Smith, The Bobbs-Merrill Co., 1940. pp. 330. \$3.50.

Last summer Nicol Smith made a trip which took him from Hong Kong to the island of Hainan; to Pakhoi on the south China coast nearby; to northern Indochina; to the tin mines in Yunnan Province, China; to the capital of that Province, Yunnanfu (Kunming); across the new highway traversing western Yunnan to Lashio, its terminus 120 miles inside the borders of Burma; and finally back to Yunnanfu. In *Burma Road* he tells the story of this journey, as well as numerous incidental stories, and thereby gives vivid proof of the high entertainment value of foreign travel when it is undertaken by one equipped with a genial personality, an inquisitive nature, and a few letters of introduction.

Although the book bears the title *Burma Road*, it cannot conscientiously be recommended to those hungry for facts and figures concerning this remarkable highway. The author's experiences along the Burma road occupy only a third of the volume, and very little of this third is devoted to the road itself or to discussion of its history and significance. However, the book is definitely a good yarn, or, more accurately, series of yarns, some of which are informative as well as entertaining. Mr. Smith's story of the labor conditions in the Yunnan tin mines, for instance, appears to be an accurate survey based upon a careful study made several years

ago by a League of Nations expert as well as upon the author's own observations. On the other hand, his tales of the bracelet of evil omen which infects a beautiful woman with leprosy, of the Chinese General who murders his dinner guests with a dramatic flourish, of the Annamite beauty and the tiger's whiskers, and of the opium hijackers off the Kwangtung coast, are designed chiefly to drive away the boredom of a rainy afternoon. As a raconteur Mr. Smith proves himself an all-round expert; he tells his stories interestingly and dramatically, and he displays an uncanny ability for picking up the best of the local stories in each place he visits. This technique of selecting ready-

(Continued on page 218)

American Embassy,
Mexico, March 4, 1940.

George V. Allen, Esquire,
Department of State,
Washington, D. C.

DEAR MR. ALLEN:

I wish to thank you from the bottom of my heart for the very excellent review you gave of *Tar Heel Editor* in THE FOREIGN SERVICE JOURNAL. You showed such insight into what I was trying to convey of an important past period in the history of eastern North Carolina that I felt you must have had something of the uphringing and atmosphere which surrounded me.

No other review has quite so accurately portrayed the spirit of the work I undertook as editor in those years, so trying in many ways—particularly in the political battles when a few liberals were endeavoring to stem the tide of ultra-conservatism and monopoly in North Carolina. We made some dents in it, but there are still many bridges to cross. For you and I both know that monopoly and privilege never surrender.

With my cordial thanks, believe me

Sincerely yours,

JOSEPHUS DANIELS.

Baseball Forecast for 1940

By BOB CONSIDINE, *INS Staff Writer*

The JOURNAL welcomes back into its columns Bob Considine, whose first published magazine article appeared in the JOURNAL when he served in the Division of Communications and Records 1927-1930. Since that time he has achieved national prominence as a sports writer. As a member of the staffs of International News Service and the New York Mirror he is the author of a widely-syndicated daily sports column under his name, and is a frequent contributor to leading magazines.

YOU gentlemen in London and Paris, Berlin and Moscow, Helsinki and Firth of Forth, Tokyo and Shanghai, will be pleased today to learn that God still sits in his Heaven. The Almighty has seen to it that there remains intact one enduring monument, one steadfast things in a topsy-turvy world. And that is:

"The New York Yankees to win the 1940 pennant."

That's the only thing modern civilization can be absolutely sure of between now and the end of the year.

No team in big league baseball history has ever won five straight pennants, but then a lot of us are beginning to suspect that there has never been a team in baseball history as good as Joe McCarthy's champs. They have run away with the American League bunting (not by bunting, however) since 1936. When they won their fourth straight pennant last year they equalled the record of 4-straight set by the New York Giants of the early '20's. And when they beat the Cincinnati Reds in the World Series, four games to none, they broke their own record of three consecutive World Series titles.

As the new season dawns, the Yanks are not only expected to break the Giants' pennant record and their own World Series mark, but they are the shortest-priced favorites to do so in the history of Jack Doyle's famous baseball quotation book. The celebrated odds-maker will quote the Yanks as a 2-to-5 shot. And few will want to risk their money.

The Yankee domination is so acute that one hears precious little in the way of challenging remarks from the pilots and owners of other clubs. There isn't a manager in the American League who believes he has even a good chance of ending the Yankee reign. The only audible anti-Yankee owner to date has been Clark Griffith, but his blasts against the champions usually are discounted on the grounds



that he is only talking for exercise, and to keep his franchise as a professional Yank-baiter. "They can be stopped," the old man crackles, but fails to mention the name and calibre of the machine gun he must have in mind.

The complexion of the Yankee team changes with slow majesty, but just beneath the skin it remains the same: a beautifully rounded club which can always summon a furious batting rally when only a furious batting rally will suffice. When Red Ruffing is pitching

the Yankee batting order packs a game-breaker-upper in all nine places.

About the only visible changes in the Yankee lineup this season will be the regular appearances on the mound of Marius Russo, a south paw of high promise, plus the permanent location of that incredibly active, and slightly apc-like, figure of Charley Keller in right field. There is an outside chance that Mikke Chartak, who hit in the .340's for Newark last year, will be in left field—but to get that post he must beat out George Selkirk, Tommy Henrich and Jake Powell.

Ruffing admits to 35 and probably is close to 40, for the ages of ball players are doctored like those of movie actresses. But no one doubts that he is still a 20-game winner. He has won 62 games for the Yanks in the last three years, and he worked with such ease last year while piling up a record of 21 victories against seven defeats, that he seemed to have years of pitching left in his right arm.

Lefty Gomez assures me that 1940 will see him reestablish himself as one of the game's great pitchers; Bill Dickey again should be the game's No. 1 catcher; Red Rolfe (whom the *Daily Worker* hired to write sports articles, on account of his name) is the sport's best third baseman; Frank Crosetti has three or four more years of good ball in him and

Joe DiMaggio, of course, is the greatest all around ball player of our generation.

Baseball men, having conceded the Yanks the 1940 marbles, wonder if they'll live long enough to see the end of the dynasty. The owners have instituted dry-rot proceedings against the club, by prohibiting its trading with other American League clubs, but it is doubtful if anything can be done to stop the influx of talent, through the vast Yankee farm system. A good young ball player today wants to sell himself only to the Yankees, for he knows that if he becomes the property of a Yankee farm he may in time become a member of the Yankee team and a member of the Yankee team not only is paid a better salary than he could get anywhere else but also he has an excellent chance of getting an additional five or six thousand dollar World Series bonus.

Yankee scouts know how to hook the reluctant ones, too. They got Keller (who turned out to be the hero of the 1940 World Series) by paying off the mortgage on the Maryland farm of Keller père. They've gotten other promising young men, and free agents, simply by going to them and saying, in effect, 'We'll give you one thousand dollars more than the highest bidder offers.'

The monopoly has hurt business in the league. For the first time in years American League attendances fell below National League figures last year. More night-ball parks are springing up. Cleveland, Chicago, St. Louis and Philadelphia have put in lights, since the Yanks took their long lease on first place. Boston and Washington are on the verge. Not that the people are tiring of the Yanks. The club drew a million a home last season and drew well on the road. But the various fights for second, third and fourth money—among Boston, Chicago, Cleveland and Detroit—attracted little more than the ushers and working press.

As for 1940, Boston again seems to be the runner-up. It's a good, well-rounded club, and most of the deadwood which Tow Yawkey bought at fancy prices from Connie Mack has been discarded. The club is young, aggressive and has in Ted Williams a

young gem who bristles with the symptoms of becoming one of the great ball players of our day. They are rebuilding Fenway Park a bit to complement Williams' hitting. Fenway's distant right field wall is being moved in 20 or 30 feet closer to home plate. The Sox would win the National League pennant by a half a dozen games.

Bobby Feller almost singlehandedly should steer the Indians into third place this year. A lot of us have been saying that Feller is going to win 30 games one of these fine years of his wondrous prime. This might as well be the year, particularly with night ball coming in so strongly. Few batters have peace of mind while hitting against Feller even on bright sunny days. Once he gets over his own fear of being hit by a line drive, in night games, he should be unbeatable under artificial light.

The rest is pretty much of a scramble. Jimmy Dykes lifted Chicago into the first division last year, but it was largely a state of mind. However, he has a good chance to finish fourth with the White Sox again this year, because Detroit has been shattered by Judge Landis edict declaring 90-odd Tigers and Tiger farmhands free agents. Besides, Tiger boss Del Baker is going to put Rudy York on first base and Hank Greenberg in the outfield, thus weakening both positions.

Philadelphia might sneak in there and finish sixth, which would be something of a moral victory for Mack. He has been buying ball players for two years—good, fresh, young ones. With Benny McCoy, his \$35,000 beaut on second, the A's are a decidedly improved team.

Washington and St. Louis should fight it out for the cellar, a battle which is calculated to arouse a widespread disinterest.

Bill Terry, G a b b y Hartnett, Carl Hubbell and Doc Prothro all have picked the St. Louis Cardinals to win the National League pennant. I am a firm believer in an old adage that the dumbest ball player is smarter than the smartest baseball writer, but though they are not the dumbest of the crop and I am not the smartest I would like to cross them up and pick the Reds to repeat.

The Cardinal pitchers
(Continued on page 212)

PRIZE COMPETITION

Manuscripts describing unusual, amusing or interesting experiences, to be submitted by Foreign Service Officers and their wives for the PRIZE COMPETITION, must be in the hands of the Editors by July 1, 1940.

As previously announced in the December, January and February and March issues, the prizes offered are:

First Prize	\$50.00
Second Prize	25.00
Third Prize	15.00

The material should not exceed 2,500 words in length and will be judged by a committee composed of : Messrs. Harry A. McBride, Chairman; Henry S. Villard; Ellis O. Briggs; and Paul H. Alling.

EXTRACT FROM THE REPORT OF THE HOUSE APPROPRIATIONS COMMITTEE ON THE DEPARTMENT'S APPROPRIA- TION BILL FOR 1941

The committee are measurably impressed by the manifest ability, administrative, economic, or technical, as the position may call for, of the officials of the State Department. Practically every witness appearing before the committee manifested a keen knowledge of his particular responsibilities and a true sense of fidelity to his task. Inasmuch as Assistant Secretary Messersmith has just been designated as Ambassador to Cuba and will no longer appear before the committee to explain the financial needs of the Department, the committee desire to incorporate in this report an acknowledgment of the splendid, unselfish service that he has rendered the Department in the past 21½ years. He has been very diligent in pressing the cause of the men in the field as well as the employees of the Department in Washington. His cooperative spirit, as respects his association with our committee, has been exemplary.

During the past summer, four members of the subcommittee and its clerk had an opportunity to visit several of our missions located in Europe. A report has been filed by that group, giving an account of their inspection. This statement may be found on pages 13 to 20 and pages 277 to 284 of the hearings.

DEPARTMENT OF STATE APPROPRIA- TION BILL FOR 1941

Excerpts from a report of members of the Subcommittee on State Department Appropriations of the House of Representatives which is printed as part of the House Hearings. (See pages 13-20 of the Hearings.)

It is interesting to note that this is the first time in the history of the Government that a majority of the subcommittee charged with the responsibility of preparing the appropriation bill for the State Department has been afforded an opportunity, as a group, to visit foreign nations in order that appropriate first-hand appraisal might be made of the need for operating funds for our missions located therein.

In 1936 Congressman McMillan, who was then acting chairman of the committee, and Mr. McFall, the clerk, visited some 30 embassies, legations, consular posts, etc., in Europe and the report that was subsequently filed with the Appropriations Committee served in no small measure to enlighten the committee on matters dealing with the problem of our responsibility in providing funds

for the operation of our Foreign Service. Practically all the recommendations submitted in that seven-page report, which was printed in the State Department appropriation hearings for the fiscal year 1938, have already been accomplished or are at the present in the course of realization.

* * * *

As a premise, it may be said that almost uniformly our missions abroad are manned by energetic, industrious, intelligent, and alert Foreign Service officers, who are loyal to their trust and faithful to their task. Likewise, the subordinate employees are generally well informed, efficient, courteous, and conscientious. Particularly do we desire to commend the administration of the State Department in the type of young Foreign Service officers that have recently been taken into the Service. We are convinced more than ever before that as a matter of policy it is to our best interest as a government to insist that our representatives abroad be imbued with the true American spirit and attitude, and that environmental processes not be allowed to alter the nature and type of our representatives once they have become settled in foreign lands. Not only should this policy be directed to the career Foreign Service officers, but to our mind some provision should be adopted by Congress, and made a part of our law, that will provide a means whereby noncareer vice consuls and clerks in our foreign posts are enabled to return to the United States at periodical intervals in order that they may be reorientated with the spirit of Americanism. Particularly is this need made manifest with respect to vice consuls or clerks whose positions cause them to come into frequent contact with the American public and foreign governmental officials or who hold supervisory or responsible positions. At this time the law does not provide for any financial arrangement that will facilitate the return of these classes of employees to the United States on home leave. It is hoped that the Committee on Foreign Affairs of the House will see fit to explore this question with a view of determining the wisdom of liberalizing our policy. Our representatives abroad must look American, speak American, and act American if we are to have proper representation as Americans.

The policy of separating career officers from the Service for unsatisfactory performance should not be relaxed. Particularly at this time, we should exert every thought and impulse in the direction of maintaining a highly efficient and enterprising Foreign Service. Mediocrity is not enough to justify a pay check. The public interest comes firstly, solicitude for the individual, secondly. The com-

(Continued on page 234)

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Foreign Service Changes

The following changes have occurred in the Foreign Service since February 3, 1940:

C. Porter Kuykendall of Towanda, Pennsylvania, American Consul at Danzig, has been assigned American Consul at Konigsberg, Germany.

Cecil M. P. Cross of Providence, Rhode Island, American Consul at Paris, France, has been designated First Secretary of Embassy at Paris, and will serve in dual capacity.

Harry M. Donaldson of West Newton, Pennsylvania, American Vice Consul at Havre, France, has been assigned American Vice Consul at Cherbourg, France.

The assignment of William L. Krieg of Newark, Ohio, as American Vice Consul at Basel, Switzerland, has been canceled. Mr. Krieg has now been assigned American Vice Consul at Milan, Italy.

Perry Laukhuff of Mt. Vernon, Ohio, American Vice Consul at Milan, Italy, has been designated Third Secretary of Embassy and American Vice Consul at Berlin, Germany.

The assignment of M. Williams Blake of Columbus, Ohio, as American Vice Consul at Birmingham, England, has been canceled. Mr. Blake has now been assigned American Vice Consul at Basel, Switzerland.

The assignment of Carl F. Norden of New York, New York, as American Vice Consul at Warsaw, Poland, has been canceled. Mr. Norden has now been assigned American Vice Consul at Prague, Bohemia.

Non-Career

Augustus Ostertag of Pennsylvania, American Vice Consul at Cherbourg, France, has been appointed American Vice Consul at Berlin, Germany.

John A. Bywater of Boston, Massachusetts, American Vice Consul at Danzig, has been appointed American Vice Consul at Konigsberg, Germany.

Fred E. Waller of Washington, District of Columbia, American Vice Consul at Nantes, France, has been appointed American Vice Consul at Paris, France.

William N. Carroll of North Carolina, American Vice Consul at Southampton, England, has been appointed American Vice Consul at Birmingham, England.

Charles E. Hulick, Jr., of Pennsylvania, American Clerk at Leipzig, Germany, has been appointed American Vice Consul at Leipzig.

John A. Lehrs of Maryland, American Interpreter at Copenhagen, Denmark, has been appointed American Vice Consul at Copenhagen.

The following changes have occurred in the Foreign Service since February 24, 1940:

James B. Stewart of Santa Fe, New Mexico, American Consul General at Mexico City, Mexico, has been assigned American Consul General at Zurich, Switzerland.

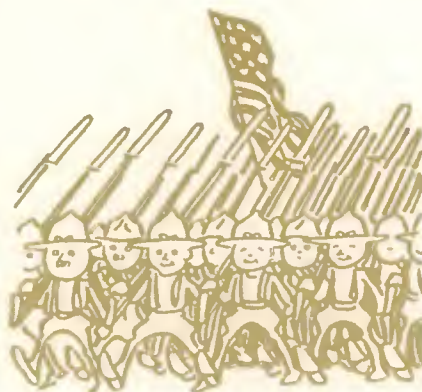
Arthur C. Frost of Arlington, Massachusetts, American Consul at Zurich, Switzerland, has been assigned American Consul General at Barcelona, Spain.

Howard Bucknell, Jr., of Atlanta, Georgia, American Consul General at Barcelona, Spain, has been designated First Secretary of American Embassy at Madrid, Spain.

Hasell H. Dick of Sumter, South Carolina, American Consul at Bordcaux, France, has been assigned American Consul at Nantes, France.

Carl A. Fisher of Salt Lake City, Utah, Second Secretary of Embassy and American Consul at Moscow, U. S. S. R., has been assigned American Consul at Zurich, Switzerland.

George R. Cauty of Boston, Massachusetts, American Foreign Service Officer, designated as Trade Commissioner at Paris, France, has been assigned American Consul at Amsterdam, Netherlands.



SERVICE GLIMPSSES

Coert du Bois playing a rôle in "New Wrinkles in Habana" or "Putting the Hell in Unhealthful."



Vice Consul Moessner with Commanders Korn and Hoeke (U. S. N.) at the Governor's reception, Curaçao.



Shortage of gasoline has led Al Lightner to add to his stables at Riga (according to his Christmas card), and here he is "mushing" to the Legation.



Clemence Jandrey caught this interesting Sydney group with her camera: Left to right, Messrs. Flake, Doyle, Jandrey, Mrs. Flake, Messrs. Matthews, Wilson and Day, Mrs. Doyle and Mrs. Matthews.



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Charles W. Thayer of Villa Nova, Pennsylvania, American Vice Consul at Hamburg, Germany, has been designated Third Secretary of Embassy and American Vice Consul at Moscow, U. S. S. R.

The assignment of Harry M. Donaldson of West Newton, Pennsylvania, as American Vice Consul at Cherbourg, France, has been cancelled. Mr. Donaldson will remain at his present post, Havre, France.

Robert F. Hale of Portland, Oregon, now serving as American Foreign Service Officer at Ottawa, Canada, has been assigned American Vice Consul at Veracruz, Mexico.

Non-Career

Reinhard W. Lamprecht of Chicago, Illinois, American Vice Consul at Havre, France, has been appointed American Vice Consul at Cherbourg, France.

George C. Minor of Charleston, West Virginia, American Vice Consul at Ottawa, Canada, and serving as Assistant District Accounting and Disbursing Officer, has been appointed District Accounting and Disbursing Officer at Ottawa.

BASEBALL FORECAST FOR 1940

(Continued from page 207)

were brutally manhandled last year, cracked up, and got hot again when it was too late. It must have taken something out of such aged arms as Lon Warneke's and Curt Davis'. I think they will be the runners-up, with the Reds sailing home with more to spare than in 1939. The Reds are a good ball club. The only mistake they made last year was showing up for the World Series. Paul Derringer and Bucky Walters are not pitchers who fade in a hurry. The rest of the team, with the exception of Ernie Lombardi, is young, aggressive, and feeling its oats.

Our long-shot selection for third place is New York. The Giants finished out of the first division last year for the first time since 1932. But with Young on first in place of Bonura and Wittig on second in place of Whitehead and Hubbell back in condition (as his last few games of 1939 suggested) the Giants are good bets for that show money.

We think Leo Durocher will browbeat the Dodgers into fourth place, and that Frankie Frisch will lift the Pirates into fifth spot by arousing that sluggish team with a bat and a tongue known for its acid content. The Cubs, we think, will go into a bad swoon, torn by inner dissension centering

around Dean, Herman and Hartnett. Hartnett probably will be sacked in mid-season.

The Boston Bees and Phillies will be the stragglers. You may have either team. The Department ought to pick up their passports.



LETTER

Yokohama, Japan,
January 25, 1940.

Editor, AMERICAN FOREIGN SERVICE JOURNAL,
Care of Department of State,
Washington, D. C.

SIR:

I should like very much to complete as far as possible my file of AMERICAN CONSULAR BULLETINS and AMERICAN FOREIGN SERVICE JOURNALS. I have a number of extra copies of old numbers which I would be glad to exchange for the ones missing from my files. The missing and the extra copies are listed herewith:

Missing Copies—Vol. I, 1919, March, April, May, November; Vol. II, 1921, January; Vol. III, 1921, August, September, October, December.

(Copies which the JOURNAL office has furnished Mr. Boyce have been omitted from the list.)

Extra Copies—Vol. II, 1925, November; Vol. IV, 1927, January, February, July, September, October, December; Vol. V, 1928, March, April (2 copies), May (2 copies), July, August, September, October, November, December (2 copies); Vol. VI, 1929, January, February, March, May, June, July, September (2 copies), October (2 copies), December (2 copies); Vol. VII, 1930, January, February, May, June (2 copies), November; Vol. VIII, 1931, August; Vol. IX, 1932, February, March; Vol. XII, 1935, March, May; Vol. XIII, 1936, May; Vol. XIV, 1937, October; Vol. XV, 1938, April.

I shall be glad to pay the postage on copies which the JOURNAL or individual officers are kind enough to send me. I would be grateful if the JOURNAL would publish this letter in an early issue.

Very truly yours,

RICHARD F. BOYCE.

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PIONEERS OF THE AIR

(Continued from page 195)

scription of the engine used for motive power; (f) material of which the frame, planes and propellers were constructed.

On February 1, 1903, we opened the bids in the Office of the Chief Signal Officer and found the results not only interesting but in many cases highly amusing. One man sent in a rough sketch on a piece of wrapping paper and said his machine would comply with the specifications. Many were unable to meet the requirement of enclosing 10% of the purchase price. One of those who failed wrote, "Where there is money there are no brains, and where there are brains, there is no money." He presumably came in the latter class.

Of the many proposals received, three appeared reasonable and were accepted by the Board; one from Mr. Scott of Chicago and offered to build an airplane complying with the specifications for \$1,000; one for \$20,000 from Mr. A. M. Herring of New York, who had done a considerable amount of experimenting and claimed he had already made numerous flights. The third, for \$25,000, was from the Wright Brothers. Mr. Scott replied that he appreciated the honor of having his bid accepted, but that he could go no further as he was unable to finance the construction of his machine. The failure to deliver the Herring machine is a long and amusing story that I will not go into here. In due time the Wright Brothers appeared in Washington to arrange the details and select a place for the demonstration of their machine. The drill ground at Fort Myer was decided upon, a shed was erected, the pylon and starting track were set up at the upper end of the field, and late in August Orville arrived with the machine and his mechanic, Charley Taylor. Here began an intimate association with Orville which was to continue through the daily tuning up flights lasting to September 9, when I had the thrill of my first ride, lasting about six and a half minutes. Major Squier of the Signal Corps was taken up as a passenger a few days later, and was followed on September 17 by my friend and associate Lieutenant Tom Selfridge, U. S. A.

This flight terminated in an unfortunate accident in which Mr. Wright was very seriously injured and Lieutenant Selfridge lost his life, the first of

many victims who were to sacrifice themselves in the advancement and perfection of the airplane. We put Mr. Wright in the hospital at Fort Myer where he lay for some weeks under the devoted care of his sister, Katherine, who came on from Dayton immediately. In my frequent visits to the hospital I came to know and appreciate the sterling character of this third member of the team who was with them through the vicissitudes of those early days, sharing their hopes and disappointments.

The following summer both Wilbur and Orville Wright came to Fort Myer with a new machine, followed shortly by Katherine; the program of the preceding summer was resumed and carried to a successful conclusion.

By this time public interest was aroused to such an extent that every afternoon large crowds visited the field. Prominent visitors were numerous, including President Taft, members of the cabinet, foreign ambassadors and military attachés, and many other prominent people of the capital.

The Wright Brothers had come to Washington for a purpose, to complete their contract with the Signal Corps and deliver their machine. With their characteristic determination they stuck to this purpose. The 1909 airplane with its maximum speed of 42 miles per hour was not so manageable in the high winds which mean so little to our present day machines with their normal speeds of 130 to 250 miles an hour. Flights were made only in light winds, and while large crowds and high officials were often disappointed, the Wrights were adamant in their decision not to fly unless conditions were just right.

Earlier that year, when Wilbur was flying at Pau, in southern France, an American millionaire arrived and announced he had come to make a flight. When told that Wilbur was not taking passengers, he replied, "Oh, I dare say that can be arranged." But he left Pau without having his ride.

For the speed tests we set up a series of small captive balloons over a five mile course from Fort Myer to Alexandria, and on July 30 Lieutenant Foulois as passenger accompanied Orville Wright on the round trip over this course to determine the official speed. We of the Board and Wilbur stood on the ground during the take-off, watched the machine disappear over the treetops to the south, and then waited in suspense for it to reappear. Wilbur,



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IT PAYS TO **FLY**



with a stop watch, had accurately calculated the exact moment at which he expected to see the machine reappear coming out of the south. When it failed to do so, he as well as the rest of us passed a very uneasy few moments until at last it came in sight and landed safely, to the cheering of the large crowd of spectators. Then came the endurance test in which it was my pleasure to ride with Orville, one hour and twelve minutes, a world's record at that time for a pilot with passenger.

But the contract was not completed until two Army officers had been taught to fly. Lieutenant Frederick E. Humphreys, Corps of Engineers, and I were designated. As the drill ground at Fort Myer was too small, we searched the country for a larger and more suitable field. Many offers were made and many sites were visited, but all were rejected by the Wright Brothers as not meeting the requirements. One day, while making a balloon ascension from Washington, I passed over College Park, Maryland, saw a likely looking level field, and later visited it on the ground. Eventually it was rented from the owners and became our training ground. On October 5 we moved in, built a shed for the machine, set up the pylon and track, and Wilbur began our pilot training. At the end of about three hours' dual we were turned loose and made our first solo flights. A few days later I was even considered qualified to carry passengers and did so, taking Lieutenant Sweet of the Navy as my victim for a flight around the field.

Wilbur was a patient and understanding instructor, always ready to explain anything we did not understand, always ready to help us, to make easy our venture into this new field which was not any too well understood by anyone at that time. Between flights and in the evening we had long talks on aviation in general, on the Wright machine in particular, on the future of aviation and flying; and while we had great confidence in its future, I admit that in our wildest dreams we did not foresee the speed, safety, carrying capacity and long range of present day types of airplanes.

My first visit to Dayton and the Wrights' home came in 1909 when I accompanied General Allen, the Chief Signal Officer, to a two-day celebration in which the nation, the state and the city vied in showing their admiration and enthusiasm for the two pioneers of flight. Speeches, dinners, bands, parades, and finally the presentation of three medals, one from Congress presented by General Allen, one from the State of Ohio presented by the Governor, and one from the city of Dayton presented by the Mayor. The attitude of the two brothers was typical throughout the two days. Their pleasure, their appreciation were plainly apparent, but above all was

their modesty, which might have deserted them under the shower of praise and acclaim had it not been their outstanding, inherent quality.

My next contact with the Wrights was in 1911 when it was my privilege to spend a few days as a guest at their home in Dayton. During this visit I was to have a new experience, that of piloting an airplane under Orville's instruction, equipped with wheels instead of the skids I was accustomed to. This came in good stead the following two years as three Wright machines were sent to me in the Philippines where I used them in giving flying instruction to officers of the Army in 1912 and 1913. The 1911 visit was perhaps the highlight of my association with the Wrights and the one on which I look back with the happiest memories. It was a picture of the American home and family of which we are so proud and which fosters those qualities that produce the typical American citizen, the one who places culture, family, friends and the higher things of life above the trivial and passing interests which we are inclined to exaggerate in this age of materialism.

The question was often put to me: "Which one of the two brothers really invented the airplane?" My answer is—neither one, but the two working together, checking each other, arguing out their problems step by step. Orville once expressed it when he said they would start to thrash out a question, one arguing on one side and one on the other, and before they finished they had changed sides in the argument. They approached all their problems from a strictly scientific and mathematical angle, never leaving anything in doubt, and as one of them once said, "If we knew what was wrong, we could eventually find the solution." The greatest difficulty was in finding out just what was wrong. That brings back a rather amusing incident that occurred at Fort Myer during the 1909 flights. Several times the airplane was put on its cradle on the track, the motor speeded up, and the weight released. The machine shot forward and left the track only to lose speed and come to the ground. Finally Wilbur and Orville left the crowd, went out on the field by themselves, put their heads together, and evidently were having a profound discussion. Somewhat awed we remained at a distance to watch the proceedings, thinking it was something very serious and technical. Finally one of the brothers walked over to the machine, looked at the spark lever, and saw that it had slipped back because of lack of friction, slowing the engine down and causing the machine to lose its flying speed. It was all so simple when they found the difficulty, but I can imagine their experiments were full of just such occurrences.

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The Wrights never made any extravagant claims for what their machine could do. In their first and unsuccessful negotiations with the War Department, and in the later ones which finally led to its purchase, they asked only for remuneration based on performance, and were ready to demonstrate its capabilities before receiving a penny in payment.

Simplicity and order marked their procedure and their lives. The camp at Kitty Hawk was a wooden shed large enough to house the machine and their living quarters, and a photograph of the interior shows it was a model of which any housewife might feel proud. At times the nights on the coast of North Carolina were cold, but the Wrights were well supplied with bedding. They had their own expression for temperature, that is, a "one-, two- or three-blanket night" depending on the thermometer reading.

No question put to them, however unimportant it might seem, failed to have careful consideration and a well thought out answer; and you may be sure we asked many questions.

As stated before, the Wright Brothers were primarily scientists, interested in the conquest of the air from a scientific viewpoint and not at all from a mercenary angle. When, in 1905, they had flown their machine sufficiently to satisfy themselves it had reached the practical stage, they stopped further work and set out to dispose of their invention, *not* to the highest bidder, but to reliable organizations or associations that would exploit it for the common good. Here was a new and revolutionary invention that was to mark the beginning of a new era in transportation, a new factor in our economic life. And while I doubt if any one, including the Wrights, fully realized just how important it was to become and the relatively short time within which it was to prove itself, I do know that to the Wrights it meant a great deal more than merely a means to financial success. A pertinent remark of one of them has always remained in my mind: "We want to finish up with the business end of the airplane so that we can go back to our experimental work."

THE BOOKSHELF

(Continued from page 205)

made local tales which have stood the test of time makes it possible for Mr. Smith to create a more vivid and, in general, more accurate picture of local atmospheres than is usually achieved by the more accepted procedure of sticking exclusively to an "I saw" approach.

That section of the book which might legitimately

he entitled *Burma Road* is in reality the story of a consular officer's inspection trip in his district rather than the record of the adventures of an intrepid explorer. Paul Meyer, Consul at Yunnanfu, planned the trip, helped in obtaining permission for Nicol Smith to make the journey, took the latter along, and apparently extricated him from numerous difficulties en route. In fact, the reader gains the impression that had it not been for Consul Meyer's assistance it would never have been possible for the "explorer" to call his book *Burma Road*. Some of the photographs with which the book is illustrated were taken by the author but in general these are not up to the standard one would expect of a professional photographer.

With few exceptions Mr. Smith leaves the more serious philosophizing, drawing of conclusions, quoting of statistics, et cetera, to those interested in such matters. This sensible curbing of the natural urge to attempt to he all things to all men is, in view of the numerous typographical and other minor errors in the book, a saving grace. It is a bit strange, for instance, to see the name of a Chinese as well known as T. V. Soong spelled "Sung"; and one familiar with the region of which Mr. Smith writes is mildly surprised to be confronted with a picture of Talifu, the metropolis of western Yunnan, labelled as having been taken in another city 150 miles away, or to see the official who acts as "Foreign Minister of Yunnan" (the Special Delegate of the Chinese Foreign Office) consistently referred to as the secretary of the Governor of the Province. But this book is not for those seeking scholarly and precise information on the politics, geography, and economy of Yunnan and Indochina; it is for the entertainment of those who enjoy a good story spiced with a mild Richard Halliburton flavor, and as such it is eminently successful.

JAMES K. PENFIELD.

MAN OF GLORY—SIMÓN BOLIVAR. by Thomas Rourke, William Morrow & Co., pp. 385. \$3.50.

It is strange that Simón Bolívar, the liberator of five countries and one of the most spectacular military geniuses in history, should not be better known in the United States. Thomas Rourke's readable biography, *Man of Glory*, published at a time when interest in our neighbors in the New World is rapidly increasing, should not only do much to make Bolívar better known, but should also add to the knowledge of North Americans of the most thrilling period of South American history.

The biography is at its best when it describes Bolívar's incredible military campaigns, and the



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Left: From palm leaf to tropic millinery on the Virgin Islands. Photograph by Edwin L. Wisner for THE GEOGRAPHIC.

THE NATIONAL GEOGRAPHIC MAGAZINE

Gilbert Grosvenor, Litt.D., LL.D., Editor
WASHINGTON, D. C.

strength of character—his unflagging pursuit of glory—which enabled him to carry on in the face of heart-breaking disillusionments and reverses. Bolívar was not only the leader of the revolution which freed five countries from Spain, he *was* the revolution, and at times its flame burned in him alone. Mr. Rourke gives due credit to Bolívar's generals and aides—Paez, Sucre, Miranda, Santander, and the others, but the reader is never in doubt for a moment as to the dominant and essential role played by the leader.

The author attributes Bolívar's career to two primary characteristics. The first was his love of glory—an indefinable and almost mystic glory which transcended and subordinated any desire for power, wealth or fame, and which drove tirelessly his frail body until his tragic death. The second was his *hombría*, his strength of will and personality, which impelled men at his bidding to attempt—and often to accomplish—the impossible.

As Mr. Rourke points out, there is no figure in English or North American history whose place in the consciousness of the people is equalled by that occupied by Simón Bolívar in South America. For millions in the southern continent, Bolívar is "no

mere vague, heroic character from the pages of books: he is a living entity, a divine, compassionate omnipotent being who dwells apart somewhere and guides their destinies."

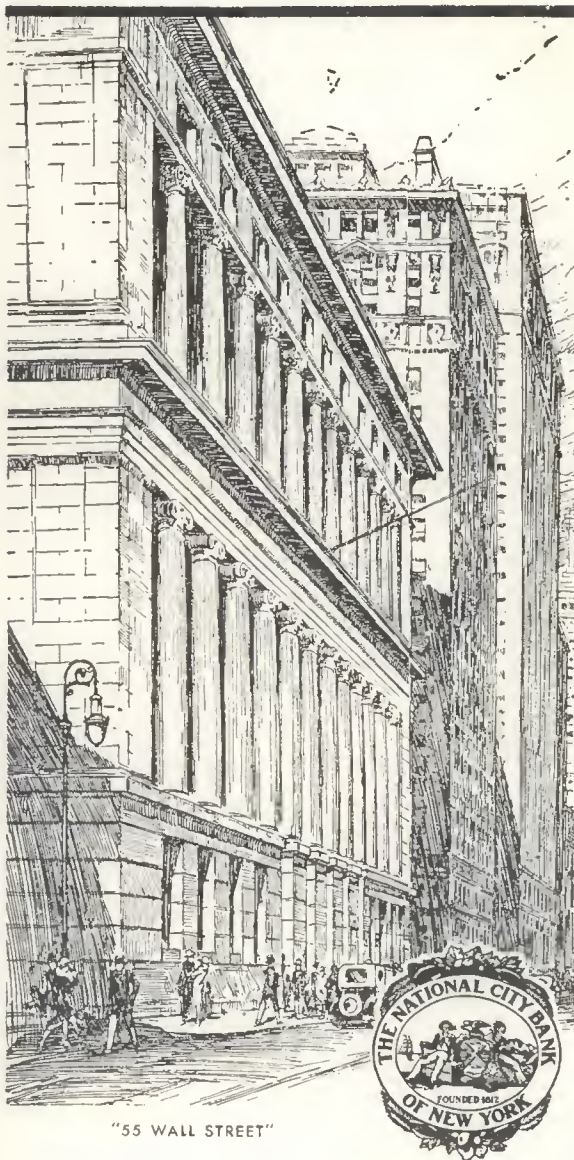
The author has made a useful contribution to better understanding of Bolívar's complex character and of the era in which he lived.

LIVINGSTON SATTERTHWAITE

THE EARTH AND THE STATE: A STUDY OF POLITICAL GEOGRAPHY, by Derwent Whittlesey. Henry Holt and Company, New York, 1939. pp. 618. \$5.00.

This book is packed with the application of principles of political geography with comparatively little space given to the theoretic enunciation and discussion of these principles. Definitions enter only in small part. Observation and analysis constitute the main features.

Mr. Whittlesey, in defining political geography, says: "For me the differentiation of political phenomena from place to place over the earth is the essence of political geography. Among these political features the state ranks first." He points out



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that the character of the state is intimately bound up with the earth conditions under which it evolves; that it may spread to other areas and so create some degree of political uniformity over contrasted regions; and that in the process it may be considerably modified.

Mr. Whittlesey's central theme is the areal differentiation of governments, or states, in Western and Central Europe and, corollary to this, the extension of the European systems of government to the ends of the earth. He unfolds a panorama of the earth's surface and draws upon it the primary political pattern of states or governments. In scholarly manner he pictures the competition of nations in terms of environment, legal codes, and history. Subjects examined are: the "ecumene," constituent regions, capitals, problem areas, vulnerable zones, strategic spots, and boundaries. He discusses principally the governments of Great Britain, France, Germany, and certain Mediterranean countries in their geopolitical aspects. He recounts how the European political systems have been carried overseas, and presents the geopolitical character of the areas to which they have been transferred. The transference took place in three ways: (1) through the migration of European peoples, carrying with them their political principles and practices, to new environments, notably the Americas; (2) through imposition upon peoples of other origin in the form of colonial domination, notably in Africa; and (3) through imitation by a few non-European peoples.

Mr. Whittlesey's style, easy and direct, recalls to mind his informed and skillful handling of geography seminars at the University of Chicago. He is now a member of the geography faculty at Harvard University.

The book is abundantly supplied with maps drawn to illustrate particular topics discussed in the text.

To persons interested in international affairs this book is certain to be of exceptional interest and value, and from the officers in the Foreign Service should come some of the keenest and most constructive criticism of the statements made therein.

SOPHIA AUGUSTA SAUCERMAN

JAMES JOYCE, by Herbert Gorman, Farrar and Rhinehart. pp. 358, \$3.50.

A life of the man who has more deeply influenced the modern novel than any living writer. His last work, *Finnegan's Wake*, is incomprehensible to most critics. This fact is believed to be less a measure of the intellectual capacity of the critics than a symptom of the transitional character of our times.

THE AMERICAN FOREIGN SERVICE JOURNAL

MARRIAGE

Gannett-Lynch. Miss Margaret Ellen Lynch and Mr. Taylor White Gannett were married on February 17 in Bordeaux where Mr. Gannett is Vice Consul.

BIRTH

A son, Robert Thomas, was born on March 1 to Mr. and Mrs. Raymond Phelan. Mr. Phelan is Vice Consul at Barranquilla.

THE UNITED STATES ARMY

(Continued from page 184)

many more are in production. At the same time the Army has developed some very fast interceptor-pursuit planes to be utilized in warding off air raiders. To further our defense against air attacks an Air Defense Command has been created for the northeastern part of the United States. To this Command will be assigned a number of antiaircraft artillery, some Air Corps pursuit squadrons, equipment for the detection of hostile aircraft, and facilities for the rapid transmission of air raid alarms.

In recent years, the Army has developed very satisfactory light and medium tanks. These machines are capable of moving at comparatively rapid speeds on highway and across country. They are well-armed and have sufficient protective armament to withstand hostile rifle and machine gun fire. At the same time, the Army has also developed a new anti-tank gun which is very effective not only against tanks, but also against armored trucks and machine guns.

While the Army is still using World War artillery to a large extent, these guns have been modernized so as to permit of high-speed towage, and other improvements have been made in operation and in projectiles which have materially increased the effectiveness of these weapons.

During the World War the Army was largely dependent on horses and mules for its artillery and for its supply wagons. In recent years the Army has become almost completely motorized. Motor trucks tow field guns and carry ammunition. They, likewise, transport food, clothing and other supplies, and on occasions carry soldiers, thus greatly increasing the speed of marching columns.

Recently, overseas garrisons have been increased, and harbor defenses, on the mainland, on our islands and in the Panama Canal Zone have been

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materially strengthened in both personnel and armament.

The re-armament and re-equipment of our Regular Army and National Guard and the establishment of a reasonable reserve of military supplies, at the present rate of procurement, will occupy a period of about two years. Subsequently it will be necessary only to supply the requisite replacements in order to keep our land and air defenses reasonably adequate for our protection.

In a major emergency our primary reliance would be on our Regular Army and National Guard. The combined strength of these two elements of our Army is about half a million. These soldiers would constitute our Initial Protective Force. Its mission would be to ward off attacks on the United States from land, sea or air, and to furnish a covering force to protect the republic during the period of a general mobilization of our man-power. The extent of such a mobilization would be largely dependent on the military situation.

In modern warfare national defense consists not merely of a war fleet at sea, an air force in the air, and an Army on land, but also of the mobilization of the natural, industrial and human resources of the country. The United States is particularly favorably situated. Its geographical position makes it much more secure than most countries of comparable importance. Great oceans act as protecting moats on our most exposed frontiers. Our land neighbors are our close friends. In natural and industrial resources our country is unsurpassed. Our large population assures us of ample man-power. However, to make effective use of our incomparable resources in war requires careful coordination and painstaking peace-time planning.

Under the National Defense Act the mobilization of industry and the preparation of plans for the assurance of an ample supply of munitions of war are included among the duties of the Assistant Secretary of War. That official has supervision of field organizations located in various industrial areas which make continuing surveys of industries with a view to their utilization in war. The requirements of the Army in a war of any possible magnitude are carefully computed. Surveys are undertaken to deter-

mine how these requirements may be promptly met in an emergency. These surveys include a determination of the capacities of various industrial plants and of the requirements in raw materials, power, fuel and transportation incidental to the manufacture of the desired products. As a result of these plans the transition from production of peace-time commodities to the fabrication of war supplies may be greatly accelerated.

While the primary functions of the War Department are those which pertain to national defense, it has been assigned additional duties not directly connected with the maintenance of our military establishment. Among the most important of these are the civil activities of the Corps of Engineers, including river and harbor improvements and flood control.

There is a direct relation between the development of our rivers and harbors and national defense. However, the principal benefits are to navigation. The deepening of our harbors and the maintenance of navigable channels in our important rivers are of tremendous importance to national and international trade. The rivers not only provide navigable waterways, but also serve as sources for hydro-electric power and domestic and industrial water supply, and in many instances are useful as aids to sanitation and irrigation. They also constitute a great recreational facility. It is important not only that navigable channels be provided, but also that destructive floods be prevented. Floods in areas adjacent to our streams frequently cause tremendous destruction of life and property. Measures to lessen the dangers of heavy losses due to such disasters are continuously undertaken by the War Department.

From 1824 to 1933, there was expended under the direction of the War Department a sum totalling slightly more than two billion dollars for river and harbor improvement and flood control. In the last seven years a total of approximately \$1,200,000,000 has been expended for such purposes, and additional works estimated to cost nearly a billion dollars have been authorized by the Congress.

Among the more important of the recent accomplishments of the Corps of Engineers has been the completion of the



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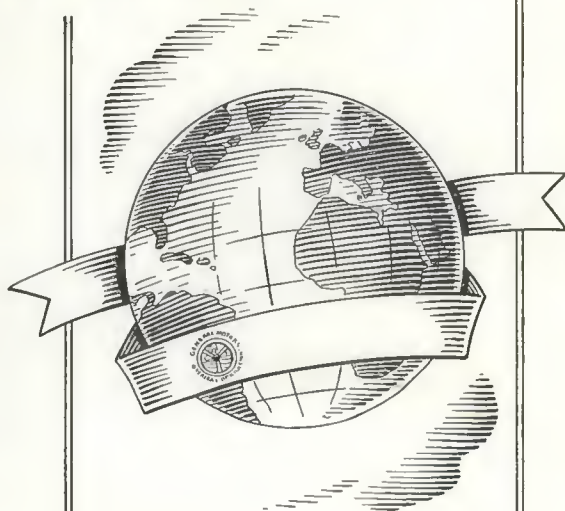
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Atlantic Intercoastal Waterway, providing a completely protected channel from Bordentown, Pennsylvania, on the Delaware River, to the southern tip of Florida. Similarly, the new Gulf Intercoastal Waterway provides a protected route from Tallahassee, Florida to Corpus Christi, Texas. The Upper Mississippi has been largely canalized from Minneapolis to St. Louis, extending the benefits of reliable water transportation to vast agricultural and industrial areas in the Middle West.

Important reservoirs recently constructed by the Corps of Engineers include the Fort Peck Dam at the headwaters of the Missouri River and the Bonneville Dam on the Columbia River. These dams tend to improve navigation, reduce the danger of floods and generate large amounts of hydroelectric power.

Harbor improvements have increased facilities for deep-draft vessels at American ports, and have also provided protected areas for international seaplane service. Harbor projects are under way in continental United States, Alaska, the Panama Canal Zone, Hawaii, Midway and Wake Islands, Puerto Rico and the Virgin Islands.

Another highly important function of the War Department is the maintenance and operation of the Panama Canal. The continued operation of the Canal is not only of the utmost importance to world commerce, but also to national defense. Recently, consideration has been given to increasing the capacity of the canal. After extensive studies the Congress authorized the construction of a third set of locks at an estimated cost of \$277,000,000. Actual construction work on these locks will not begin until the necessary funds have been appropriated.

The basic laws prescribing the responsibilities and functions of the War Department are almost ideal for the purpose. The military system established by the National Defense Act insures a satisfactory organization for our Army. Within the limits of Congressional authorizations and appropriations our Army is being developed in a manner best calculated to meet the defense requirements of the American people. If the recent progress in strengthening our national defense is continued during the next few years, the security of our country will be materially enhanced and the danger of our involvement in war appreciably lessened.

COVER PICTURE

75-millimeter gun in action.
Signal Corps photograph.

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IN MEMORIAM

Mr. Robert Candlish Bannerman, Chief Special Agent at the Department of State, died at his home in Arlington, Virginia, on February 27. The Secretary of State made the following statement regarding Mr. Bannerman's death:

"I am distressed beyond measure at the passing of Mr. Robert Candlish Bannerman, Chief Special Agent of the Department of State, whom I was proud to number among my most loyal and faithful friends. His spotless character and friendly and fair dealing endeared him to all who were privileged to be associated with him. He was conspicuously able and efficient in the discharge of his important duties and responsibilities and the Department has lost one of its finest and most trusted officers. He has a lasting place in our affections."

Mrs. Adolf A. Berle, mother of Assistant Secretary Berle, died on February 7 at Oberlin, Ohio.

Mr. F. D. Hunt, father of Vice Consul Frederick C. Hunt, died on February 6 in Washington.

Mrs. Emilio G. Collado, mother of Mr. Emilio G. Collado, Jr., of the Division of American Republics, died on February 27 in Rhinebeck, New York.

Mr. Reed Miller Davidson, husband of Mrs. Rebekah Leiter deLashmutt Davidson, died on February 25 in St. Petersburg, Florida.

COOPERATION BETWEEN THE STATE, WAR AND NAVY DEPARTMENTS

(Continued from page 193)

official business. Those personal acquaintanceships will in the long run be an important aspect of the cooperation which is desirable between the three Departments. Government can never be too complex not to rely upon *men* as much as *system*.

Cooperation between the State, War and Navy Departments has the seven seas and the five continents for its stage, although naturally the most intensive phases of cooperation take place in our own hemisphere. Evacuation of American citizens from the war zone on one side of the earth; protection of life and property on the other side. Military observers on the baked sands of Ethiopia and on the snow covered fields of Finland. Military aviation advisers up and down the Andes. Military advisers on the Caribbean isles and shores. Naval advisers at several great capitals of the sea-bordering southern American republics. Military and naval attachés scattered over both Old and New World.

The coordination of national policy is the highest aspect of the cooperation which has been discussed in general above, but that aspect is beyond the com-

petence of this article. Naturally, for reasons inherent in the very definition of "national policy," coordination through the Chief Executive has in varying degrees existed since the foundation of the nation. As history shows, that coordination has at times been incomplete, with resulting difficulties at such times. At no time has the coordination been organized upon a permanent basis. However, it is increasingly evident, in view especially of the national experience of recent years and of the character of contemporary American world interests, that in the formulation and custody of policy as well as in the administration of policy, within the domain of our international action the boundaries of duty between the three Departments are not barriers, but links.

THE ARMY AIR CORPS

(Continued from page 190)

The air elements for a nation such as ours, which is organized for defense and not for aggression, must combine two essential sub-divisions: air force and air cooperation. The air force is that sub-division of military aviation designed to operate beyond the theatre of contending armies. It is the weapon of longest range available to the nation; it is air artillery which can shoot for a thousand miles or more and destroy the enemy before he has approached sufficiently close to our shores to strike a blow against us. It is composed largely of bombardment aviation, the backbone of which is long range bombardment of the great Flying Fortress type, which our Army Air Corps has developed successfully and the power, speed, and range of which it has demonstrated conclusively during the last two years in maneuvers and good will missions and in many striking mass flights of 2,000 miles or more.

The other element of defensive aircraft is cooperation with the ground forces it serves as the eyes of the infantry; observes artillery fire; it performs reconnaissance for the mechanized forces and it throws the full force of attack or light bombardment aviation against any enemy objectives in the conflict area in conjunction with or beyond the range of other weapons available to the Army commander. Both elements are essential and vital to a properly coordinated air defense.

In recognition of the principles of air power and the necessity for air force operation, the Army established more than five years ago, in March, 1935, the General Headquarters Air Force composed of three continental wings. The intervening time has been spent in a service test of this organization and



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in the training and equipment of units capable of performing adequately air force missions. The experiences of the past five years, as well as the history of foreign wars, have completely justified that forward-looking step made by our Army more than 5 years ago. The creation of the General Headquarters Air Force was a sound and wise move. The present expansion program recognizes the soundness of the military theory upon which the GHQ Air Force was established and developed and provides for supplementing and equipping it in fighting squadrons and in airplane and trained combat crew strength.

The value of an air element and air cooperation with an Army and with all ground forces is now recognized the world over. Our Army must have adequate air cooperation, and in recognition of that principle, 12 regular Army and 29 National Guard observation squadrons have been provided and are equipped and trained to furnish the necessary observation for the infantry, cavalry, and the artillery. In addition, 2 light bombardment groups have been organized and are being equipped with proper air weapons to throw against lines of communication, ammunition dumps, reserves of men and materiel, and other vital establishments in the enemy area.

Aside from the tremendous increase in our air fighting forces, represented in the Expansion Program, more than doubling the size and tripling or quadrupling the power of our military air forces, two outstanding phases have appeared in the expansion program.

The first of these is represented by our new system of pilot and mechanic training. At the inception of the program it was at once realized that our normal peace time training establishments would be incapable of turning out the trained pilots and mechanics and technical specialists required for an air force of 50,000 officers and men and 5,500 planes. 9 Civilian pilot schools, especially selected, were given the task of providing primary pilot instruction. The first 9 months of experience with this system has been gratifying, indeed. We have known for a long time that this is exactly what we would have to do in war time and this expansion program has given us the opportunity of trying out this system and the experiment has proven entirely satisfactory. We have also called upon competent and especially selected civil mechanics schools to help us in the training of our enlisted specialists—air mechanics, engine mechanics, instrument repairmen, etc. We have retained in our own Technical Schools the training of the combat crew specialists required, since there is no civil counterpart for this form of instruction, but we have expanded our Technical School to provide us all the bombers, photographers,

THE AMERICAN FOREIGN SERVICE JOURNAL

parachute repairmen, navigators, observers, and other trained combat crew specialists which we require. The experiences which we have had with this new and expanded system of pilot and mechanical training will go a long way to prevent the haste, waste, and confusion which normally occur incident to a major mobilization for national defense.

The second valuable phase of the expansion program referred to above applies to the increase in size and effectiveness of our civil aircraft industry. The Army does not build its own planes, it buys them from the capable civil aircraft industry. During the lean years following the last great war that civil aircraft industry languished and almost disappeared. With the rejuvenation and renaissance beginning in about 1927, it was generally recognized that the American aircraft industry was one of the world's finest. It badly needed, however, the money and incentive provided by our expansion program to continue on that high plane. The air industry of several of the leading nations of the world have been operating on forced draft due to threatened or impending wars, and under the stimulus of those injections had begun to forge ahead. The more than 3,000 additional planes incident to our expansion, plus the foreign orders which have poured in, have now assured the healthy and steady growth of our own industry and have caused it to make plans for expansion. It can now be said, therefore, that it is on an initial war footing and more nearly capable of meeting our war time requirements in the event of any emergency. It has trained a sufficient number of executives. It has trained a large number of skilled artisans. It has made plans for plant expansion. It has made plans for securing an adequate supply of raw materials. It has learned where it is to get its heavy tools and machinery. It has learned how to build for mass production, for it has been given a vision, an incentive, and a re-awakening which could have been obtained in no other way. One of the happiest phases of American preparedness today lies in the existence of this vital and revitalized civil aircraft industry. It is one of the most important adjuncts to proper national defense.

No survey of air defense would be complete without a reference to aeronautical experimentation and research. The Air Corps expansion program permitted us to add about \$15,000,000 to our normal annual output of five or six million dollars for aeronautical experimentation and applied research. Experimentation and basic and applied research is the sine quo non for superior aircraft production. As a result of the expenditure of these additional funds, we are making good the ground that was lost in recent years due to the fact that foreign powers had

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begun ahead of us to pour large additional sums into this phase of aeronautics. It can be said without fear of contradiction that by the close of our expansion program no American need feel ashamed when our planes and our engines are compared with those anywhere else in the world.

All the aviation experimental facilities available to the nation are working closely, hand in hand—the National Aeronautic Association the Army's great experimental plant, the Materiel Division at Wright Field, Dayton, Ohio, admittedly one of the finest establishments of its kind in existence today; the extensive facilities of the American Navy; the private and state aeronautical engineering institutions and the laboratories of the industry—all are combining and conspiring in deadly earnest to make our airplanes and engines the best. That we have already attained no little degree of success is demonstrated by the large foreign orders which have been placed in our factories and by world wide preference for American made aeronautical products.

The trained soldier shares with the wise civilian a love of peace and a horror for war, but the trained soldier along with the wise civilian knows that peace does not come to a nation merely because it desires peace, but that peace must be enforced. Peace must be obtained by a national will and manifested by a national armament prepared to resist the provocation, the encroachment, and the attack of any foreign nation. If any fact stands out in our time more clearly than all the rest, it is the fact that only national preparedness can insure national security. The leaders in our Government today have realized that principle and they have wisely created, and in time, an air force to go along with a small but well trained Army and a prepared and powerful Navy to give us those impregnable guarantors of national security, unity and protection.

Many of the readers of the FOREIGN SERVICE JOURNAL are closer to the world's firing line today than we here at home. They will be reassured, therefore, to know that we are not neglecting the lessons which are being written in the skies above the warring nations. We are watching with the keenest scrutiny the lessons which the air warfare in recent time has developed. Our military airplanes are being built to incorporate the changes and refinements indicated by the latest aerial fighting. Our motto and our watchword is that our planes must be so designed and so constructed that they will be neither obsolescent nor obsolete when they roll from the factories, but capable of contending successfully against the best air armadas which any foreign power may chance to dispatch our way.

RICHARD C. TANIS HONORED

Upon the completion of 30 years' service in the Department, on March 1, Richard C. Tanis of the Division of American Republics was the recipient of warm felicitations from officers of the Division. Laurence Duggan, as Chief of RA, called a special meeting of the Division and read the following letter addressed to Mr. Tannis:

MY DEAR DICK:

On behalf of the Department of State, and in a very personal sense on behalf of your associates in the Division of the American Republics, it is my privilege to extend hearty and sincere congratulations to you on your completion of thirty years of service in the Department of State.

Few of us have the opportunity of completing a generation in a single organization, and it is a record which all of us envy. Moreover, your intimate knowledge acquired through years of association with the development of our relations with Mexico has been of particular value to the Department in its effort to handle these highly complicated and important problems. It is the earnest hope of all your friends in the Department that you will be with us for many years to come.

Please accept the cordial best wishes of every one of us.

Sincerely yours,

LAURENCE DUGGAN,
Chief, Division of the American Republics.

NORWAY

By ELIZABETH NORWOOD BECK*

Reprint from the *Washington Star* of March 13, 1940

The pine trees bend in northern winds
The seagulls screaming fly,
The mountains' high and lofty peaks
Reach tow'ring to the sky.

Below, the fjord lifts its foam,
A tattered banner white,
Defiant to the storm-god king,—
The Vikings' king of might.

Green hillsides near the mountain tops,
And quiet lakes between
In winter robed in purest white
And ice of silver sheen.

Though I should travel far and wide
And o'er the sea should roam,
I'd ne'er forget that northern land,
Which once I called my home.

*14 year old daughter of Consul General William H. Beck. The poem appeared originally in "Hand in Hand," publication of the Maret School, Washington, D. C.

APRIL, 1940

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AMERICAN FOREIGN SERVICE ASSOCIATION SCHOLARSHIP

Applications may now be made for the two American Foreign Service Scholarships of 1940-41. The awards will be made toward the end of August, based on the scholastic record of the applicants.

Applications have occasionally been received in the past too late for consideration and their prompt submission will greatly facilitate the awarding of the scholarships.

The Scholarships, both of which amount to \$200, are open to the children of active members or of deceased former members of the American Foreign Service Association. They may be used only for expenses in connection with regular undergraduate courses at a college or university in the United States.

No specific form of application is prescribed, but applicants should submit a biographical sketch indicating age, previous education, scholastic standing, the college or university which they desire to attend, their proposed course of study, and any personal information they consider pertinent.

THE JOURNAL SCHOLARSHIP

Applications may now be made for the AMERICAN FOREIGN SERVICE JOURNAL'S Scholarship of \$300 for the academic year 1940-41. At present this scholarship is held by Alice Winslow, daughter of Mr. Rollin R. Winslow, Consul at Quebec.

This award is provided for from the net income of the JOURNAL, and is open to the children of members of the Foreign Service who also are members of the Foreign Service Association or subscribers to the FOREIGN SERVICE JOURNAL, or to children of persons who at the time of their death came within those categories. The scholarship is intended primarily for children entering preparatory schools in the United States, preference being given to those entering the final year of such schools. In the event no application is received in a given year for a scholarship in a preparatory school, the amount thereof may be awarded to a suitable and qualified college student.

Application for the fifth award of this scholarship, for the school year starting during the fall of 1940, should be submitted as soon as possible. No specific form of application is prescribed, but applicants should submit a biographical sketch indicating age, previous education, scholastic standing, the secondary school they desire to attend, plans after completion of secondary training, and any personal information they consider pertinent.

Applications should be forwarded to the Editor of the AMERICAN FOREIGN SERVICE JOURNAL by July 15th, the final date for receipt of applications.

NEWS FROM THE FIELD

(Continued from page 202)

handwriting of Columbus. Tombs of Columbus and his son are in the Seville Cathedral.

Airplane connections with other cities in Spain, Rome, and the transatlantic Clipper in Lisbon and the fine automobile roads in Andalusia bring visitors to Seville. Among those who have been at the Consulate are Consul and Mrs. Harry F. Hawley, en route to Gibraltar, Consul George A. Armstrong and Miss Elizabeth H. Armstrong, on their way to Málaga, Consul Leo J. Callanan en route to Oporto, Consul General and Mrs. Howard Bucknell, Jr., of Barcelona, and Mr. Eliot B. Coulter, of the Department, and Mrs. Coulter.

JOHN N. HAMLIN.

NASSAU

Consul John W. Dye gave a dinner on February 15 in honor of Admiral Russell R. Waesche, Commandant of the United States Coast Guard Service, and Commander John E. Whitbeck of the Coast Guard Cutter *Mojave* which escorted the yachts that participated in the annual Miami-Nassau race. Amongst Consul Dye's many guests was Robert L. Buell, F. S. O. on service in the Department, who states that he was the *last* man on the *last* boat to start and the *last* boat to finish in the race. As the first two boats were disqualified, there is no question but that Mr. Buell should have the last say about the race. He says that he was not seasick, that he maintained his position consistently throughout the race and that he had more hours of fun than any other participants in the race.

Vice Consul John E. McAndrews entertained Admiral Waesche, Commander Whitbeck and the officers of the *Mojave* at a cocktail party on February 17, 1940. Mr. McAndrews has recently moved into a beautiful residence by the sea with a lovely garden and private bathing beach. His strawberry patch is rapidly becoming a cynosure to all good Bahamians.

Other officers of the Department who have recently been visiting in Nassau are Henry S. Villard (NE) of the editorial Board of the FOREIGN SERVICE JOURNAL, and Robert D. Coe (EU). After a brief visit Mr. Coe went to Habana.

MANAGUA

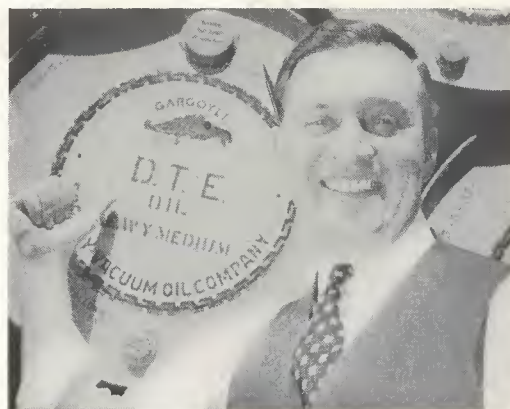
Mr. and Mrs. Meredith Nicholson returned to Managua on January 3, after a pleasant home leave spent in the United States. On January 23 Mrs. Nicholson again sailed for the United States, proceeding from Corinto to San Francisco.

Jacqueline Boyd has arrived and weighs eight pounds two ounces. All doing well.

LAVERNE BALDWIN.

APRIL, 1940

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MADRID

A luncheon was given at the Embassy on December 12th in honor of Mr. Grover Whalen who visited Madrid while on route to Lisbon and New York. The Minister for Foreign Affairs and other distinguished Spanish officials were guests on the occasion.

Hearty congratulations and good wishes are pouring in on the Robert M. Scottens as a result of Mr.

Scotten's recent appointment by the President as Minister to the Dominican Republic. Upon their departure the Scottens will be greatly missed by their many friends in Madrid.

On January 30th Ambassador Weddell and Mr. Ralph H. Ackerman, U. S. Commercial Attaché, attended the first post-war meeting of the American Chamber of Commerce at Barcelona. Because of the present intense interest of Spanish business men in restoring and promoting U. S.-Spanish commercial relations, the meeting was the largest in the history of the Chamber. The meeting was addressed by Mr. Ackerman, and Ambassador Weddell spoke at the luncheon which followed.

From Barcelona the Ambassador and Mrs. Weddell, accompanied by Private Secretary Richard B. Baker, flew to Mallorca for a few days of rest on that tranquil isle.

EARL T. CRAIN.

VALENCIA

Ambassador and Mrs. Weddell accompanied by Assistant Commercial Attaché Du Wayne Clark spent several days in Valencia during January. They visited places of interest in and about Valencia and were entertained by General Aranda and other officials at luncheon and were the guests of the General and his wife at a theatre party. They re-



Courtesy Madrid ABC

LUNCHEON PARTY GIVEN BY THE AMBASSADOR AND MRS. WEDDELL IN HONOR OF MR. GROVER WHALEN

Left to right: Counselor Robert M. Scotten, Sra. de Barcnas, Sr. Merry del Val, the Civil Governor of Madrid Conde de Mayalde, H. E. the Minister for Foreign Affairs Colonel Juan Beigbeder Atienza, Condesa de Mayalde, Ambassador Weddell, Mrs. Weddell, Mr. Grover Whalen, Vizconde de Mambblas, Sra. de Merry del Val, and Sr. Juan de las Barcnas, Chief of the Diplomatic Section in the Ministry for Foreign Affairs.

their way around Spain visiting the offices in this country.

Apparently the fame of the Valencianos for hospitality must have spread, as the Commercial Attaché and Mrs. Ackerman have also come to this city for a few days recently.

SHERIDAN TALBOTT.

DEPARTMENT OF STATE APPROPRIATION BILL FOR 1941

(Continued from page 208)

mittee hopes that the administrative policy of the State Department will be directed at keeping an eternally watchful eye on the performance and personality ratings of its employees, and that the departmental officials will separate anyone from the Service without fear or favor who is not appropriately living up to the high standards that must be maintained. As protection for any individual who may be separated from the Service, under such a policy, provision has been made in existing law for modest retirement benefits that will not work too considerable a hardship on those who, in the interest of the Service, may be subjected to involuntary retirement.



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NEWS FROM THE DEPARTMENT

(Continued from page 201)

family, on March 11 for a three weeks' stay at his home in Los Angeles. They planned to return to Washington in early April.

Frank S. Williams, Commercial Attaché at Tokyo, registered at the Department on February 24 on home leave. He left Washington two days later on an extended trade conference itinerary including New York City, Philadelphia, Boston, St. Louis, New Orleans and Dallas. He planned to return to Washington about June 25.

H. Merrell Benninghoff, Second Secretary at Peiping, sailed from San Francisco on February 23 on the *S.S. President Taft* for his post upon the expiration of home leave.

Maxwell Blake, Diplomatic Agent and Consul General at Tangier, sailed from New York City on March 2 on the *S.S. Conde di Savoia* for his post after a brief stay in the United States.

* * * *

The Foreign Service Officers' Training School opened on March 7 with 16 officers in attendance.

VISITORS

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

February

Hartwell Johnson, Panama	12
Helen Nufer Winckel, Mexico City	12
Gilson G. Blake, Rome	12
Jack Wade Dunaway, Paris	14
Frances H. Langlois, Nice	15
Joseph E. Maleady, San Salvador	15
John F. Huddleston, Dresden	15
George L. Brist, St. Stephen, N. B.	15
Franklin B. Atwood, Cologne	19
Allen Haden, Ciudad Trujillo	20
Paul C. Squire, Venice	21
Howard H. Tewksbury, Quito	23
Frank S. Williams, Tokyo	24
Samuel Hamilton Wiley, Havre	24
Martin J. Hillenbrand, F. S. O. Training School	26
Nicholas Feld, F. S. O. Training School	26
David Gray, Dublin	26
Wales W. Signor, Melbourne	27
Elvin Seibert, Bangkok	27
John B. Ocheltree, San José	29
Jay Walker, Pará	29
V. Lansing Collins, If, F. S. O. Training School	29

March

Richard H. Hawkins, Jr., F. S. O. Training School	1
Paul W. Myer, Yunnanfu	1
John M. Cabot, Guatemala	1
Charles A. Cooper, Shanghai	4
Lucy Richmond Lentz, Santiago de Chile	4
Charles R. Burrows, F. S. O. Training School	5
Fulton Freeman, F. S. O. Training School	5
John C. Fuess, F. S. O. Training School	5
William O. Boswell, F. S. O. Training School	5

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