

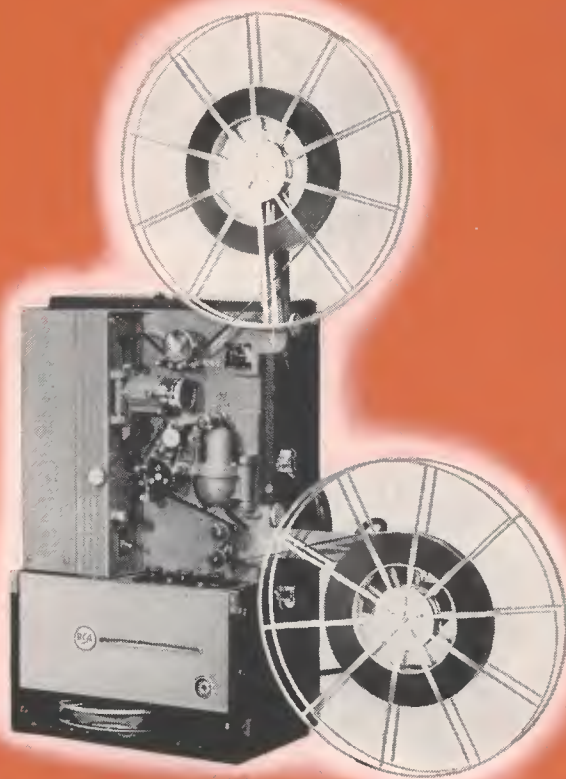
The **AMERICAN FOREIGN SERVICE JOURNAL**

VOL. 17, NO. 12

DECEMBER, 1940



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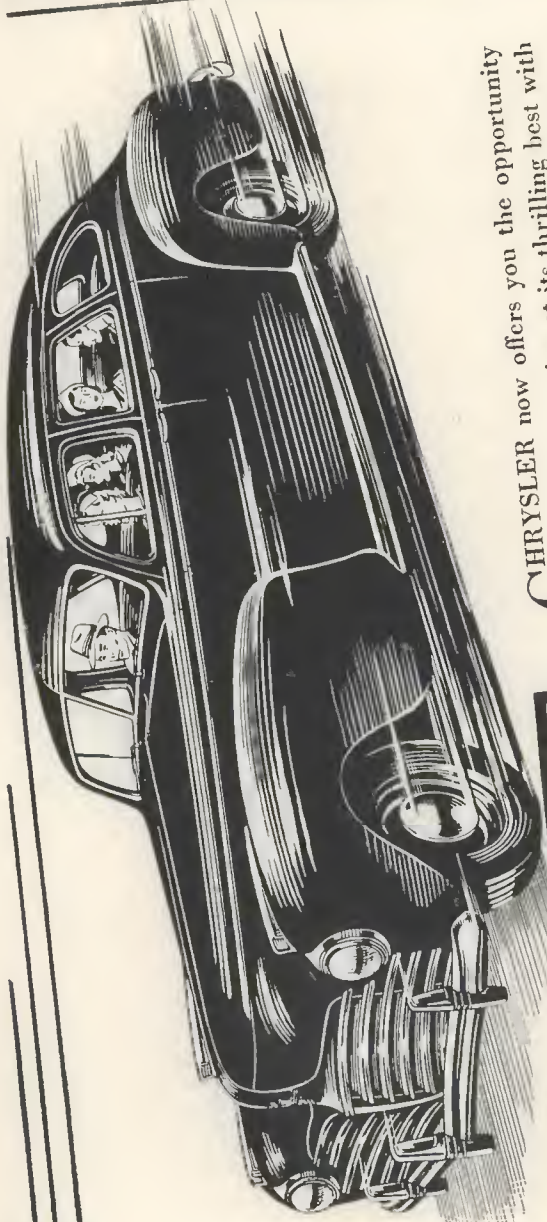
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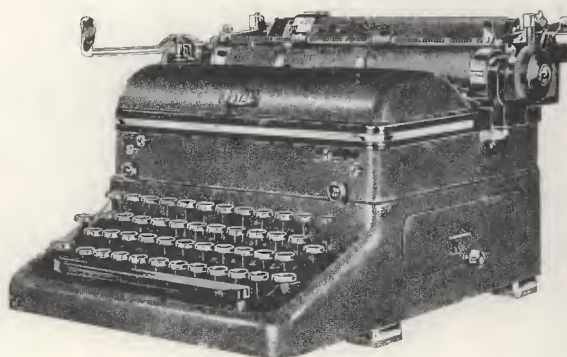
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THE AMERICAN FOREIGN SERVICE JOURNAL

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VOL. 17, No. 12

WASHINGTON, D. C.

DECEMBER, 1940

Hawaii Looks Ahead

By WILLIAM H. DOHERTY

AS a journeyman eyes the apprentice seeking full membership in his craft, the 48 states of the union are looking at the Territory of Hawaii.

For Hawaii has filed her application to the sisterhood of states. On November 5, when mainland Americans settled the presidential race between President Roosevelt and Wendell L. Willkie, and named a host of state and local officials and national lawmakers, residents of the Territory named only their local officials and a voteless Delegate in Congress, then pondered this plebiscite question: "Do you favor statehood for Hawaii?"

"Yes," voted 46,174. "No," voted 22,428. This opinion by a margin of more than

two to one was the first official expression of the people of the islands on a subject that has been discussed since the turn of the century. Their decision carries with it no obligation on the part of Congress to comply, but it raises timely and pertinent questions that call for an answer. (It might be added

that there is something heartening at this time in a reexamination of American political methods in comparison with "plebiscites" elsewhere, and that the operation of these methods of a stage set in the midst of the world's greatest ocean, with unseen forces in the wings and old Polynesia as a backdrop, forms a unique spectacle.)

"It is our intention now to wage a vig-



Pan Pacific Press Bureau Photo

ARMY MANEUVERS IN HAWAII

Army tanks race through Honolulu streets during war games in which 25,000 troops are participating in America's Territory of Hawaii.

orous fight for statehood," says Samuel Wilder King, Hawaii's Delegate. He adds:

"An enabling act by our Territorial legislature authorizing the adoption of a State Constitution would be the first step, and approval of that document by Congress, with the devising of a method for selection of members in the House and Senate, would complete the process. The vote in the plebiscite is full proof of the wishes of our people and we earnestly hope that Congress will act promptly on our request."

Favorable action by the local legislature as described by Mr. King is considered a foregone conclusion. Since annexation with the United States more than 40 years ago, the platforms of both major parties in the islands have regularly called for statehood, and almost all the candidates for office in the recent elections echo that cry. There seems no doubt that the question is soon to be in the lap of Congress again.

Every one thinks of the American Flag as having 48 stars, but as recently as the year 1912, when New Mexico and Arizona were admitted as states, there were 46. The other 27 Territories to serve their apprenticeship had straggled in beginning with the Territory Northwest of the Ohio River in 1803, adding successive problems and new markets for the emblem makers. Some, like Dakota Territory, were split in two. Texas, like Hawaii, had been an independent nation. Probably her size and importance led Congress to permit the Lone Star State to skip her territorial apprenticeship.

Today there are but two incorporated Territories, Hawaii and Alaska. Puerto Rico and the Virgin Islands are "territory" of the United States but they are not incorporated, and are exempt from certain federal tax and other laws which apply to Hawaii as to the several states, a circumstance which so far has kept populous Puerto Rico from making serious claims to statehood. It is this matter of equal obligation under law which Hawaii advances constantly as a major reason for claiming equal rights and an equal measure of self-government with areas on the mainland.

A handy way to begin discussion of Hawaii, which is much followed, is to talk about "Our Stake in the Orient." In the same way, a convenient starting point for discussion of America's new military bases in the Atlantic would be "Our Stake in Europe." However, such an approach begs the question at issue here. Let us assume that in matters of national defense Americans are most interested in America. And, skipping the past, let us consider the present and try to picture the future of Hawaii.

It has been said that so far as national *defense* is

concerned, the United States would be as well off if the range of undersea mountains that comprise in their summit parts the islands of Hawaii had never poked their volcanic heads above the blue Pacific. Certainly if the islands did not exist a potential enemy would never be able to take an offensive base which would, as would Hawaii if it were in enemy hands, command the western coast from Alaska to the Panama Canal.

But, consider the tremendous advantage in strategy and tactics that is held by the nation whose flag flies over the Hawaiian archipelago. San Francisco lies 2,091 miles away. Panama is 4,685 miles; Manila, 4,838; Hongkong, 4,939; Sydney, 4,420, and Yokohama, 3,394 miles distant. If you visualize Hawaii as the central point for defense of America you see how admirably placed it is for this purpose. Now if you imagine it is foreign you can readily see what an excellent jumping-off place it is for both air and sea attacks on the continent of America.

Fortunately, the former is the case, and by reason of Hawaii's great distance from foreign lands it can be readily understood how these islands, particularly with their present fortifications and fleet base facilities undergoing constant expansion and improvement, are well beyond the limits of any offensive action now foreseeable. Hawaii boasts the Navy's greatest fleet base (Pearl Harbor); the largest mass of troops under one command (Schofield Barracks and a score more forts and stations); the largest Army air establishment (Hickam Field), and what one day may be the largest Navy air base (Kaneohe Bay). Latest defense expansion moves have in every case been extended to Hawaii, including larger ammunition stores, greater naval building and repair yards, additional housing, and more coast artillery.

This enormous concentration of military strength rests mainly on the island of Oahu, one of the medium-sized islands of the main group of eight which together comprise little more than 6,500 square miles, or about the size of Connecticut and Rhode Island together. There is another group extending about 1,000 miles to the northwest, sometimes called the Bird Islands, which are even smaller, only one of which, Midway, is of practical value. Midway was a cable station for many years but now is useful as a way-station on the Pacific air route. Another group of islands south of Hawaii proper holds promise of eventual importance as a stopping point for air clippers bound for the Antipodes. Of this group, Howland, Baker, Jarvis, Canton and Enderbury were taken in the name of the United States by the successive squatting of a number of boys from Hawaii during the past five years.

The little islands of Hawaii are mighty in other



Pan Pacific Press Bureau Photo

AERIAL VIEW OF HONOLULU

Uncle Sam's mail leaves Honolulu for the outlying islands of the Hawaiian group. Here is one of the territory's modern mail carriers winging over the business district of the city on its outward trip. In the background are the rugged Koolau mountains and the golf course of the nationally famous Oahu Country Club.

than military ways. For example, trade. It might surprise many to know that the exchange of goods between Hawaii and mainland United States approximates \$200,000,000 annually. Even before the war destroyed the overseas markets in Germany, Italy, France and other large countries, Hawaii ranked fifth as a customer among all the nations of the world and at present its purchases are exceeded only by those of the United Kingdom, Canada and Japan. Being within the American tariff system, Hawaii naturally buys and sells in the mainland market, and shipments to and from are approximately equal in value. For the past two years the balance of trade has been with the mainland. Honolulu is one of the busiest American ports, being located at the hub of ship and giant air clipper lines passing among the Orient, Australia, New Zealand and western United States centers.

The regular weekly clipper service between California and Hawaii, which takes but 18 hours, has been augmented by an extra plane every two weeks. Soon it is planned to have twice-a-week service, and eventually, daily flights. Extra flights are planned also for the Honolulu-Midway-Wake-Guam-Manila flights. Shorter distances between these latter points make it possible to carry larger payloads than on the California-Hawaii flight. Swifter and more commodious planes are being placed in operation. Steamer time for the Matson Line vessels, fastest now in service between California and Hawaii, is four and one-half days. Tourist travel to Hawaii is now at its highest level, and doubtless would be higher if more boats were available. The eruptions of Hawaii's famed volcanoes attract many visitors, but it is probably the eruptions in other lands formerly visited by sightseers in large numbers which account for the current increased number of visitors to the Territory.

It is time to mention the 423,332 people

in Hawaii. This population figure is a 15 per cent increase over that shown by the 1930 census, making the community a fast-growing place. This was a natural growth aided somewhat by settlers from the mainland, and gives every evidence of continuing possibly even at an accelerated pace. Its population is greater than that of any other Territory at the time of admission to statehood except Oklahoma and Dakota.

The racial makeup of this population is by many considered a problem. It is naturally a difficult question to discuss briefly but the highlights are these:

About 37 per cent are of Japanese ancestry while the Caucasian, Hawaiian and part-Hawaiian number 41 per cent and the rest are divided among all other races. By American laws those of Japanese ancestry not born on American soil are ineligible to American citizenship. These aliens number about 35,000, a little less than 23 per cent of the total number of Japanese ancestry, and about eight per cent of the total population of the Territory. It should be borne in mind that this latter group is ineligible to citizenship. Many doubtless would grasp the opportunity of naturalization. Almost all are in the age group above 50 and apparently plan to live out their lives where they have their homes.

But this eight per cent has caused concern among certain quarters on the mainland. These insist that this group is possibly disloyal to the United States, and include with them those of their descendants

who are American citizens. The argument is advanced as a bar to statehood. A Japanese could occupy the Governor's chair in the State of Hawaii, it is asserted, and Japanese Senators and Representatives would sit in the hall of Congress.

Opponents of this view point out the present makeup of the Territorial Legislature. If the electorate di-

(Continued on page 710)



Pan Pacific Press Bureau Photo

A cane field in blossom on Oahu Plantation, Honolulu

The Alien Registration Program

By EARL G. HARRISON, *Director of Alien Registration, Department of Justice*

AS members of the American Foreign Service, most of the readers of this journal are familiar with the requirements of the Alien Registration Act of 1940, now being administered by the Department of Justice; many of them undoubtedly participate in the actual registration and fingerprinting of aliens who apply at American Consular offices for visas. It would be extraneous for me, therefore, to go into the details of the Alien Registration Act. More interesting perhaps to readers would be an account of how the alien registration program has been conducted within the borders of the United States and how it is progressing.

The Alien Registration Act of 1940 marks the first effort of the United States Government to get a complete picture of the aliens in this country. Passed as a national defense measure in June of this year, it immediately presented a number of new problems. The most unusual one, perhaps, consisted of reaching out into all sections of the nation and informing our alien population of the requirements of the law. We had the 1930 census figures to guide us somewhat in our educational program, but statisticians know that there has been a great change of alien population figures in the past ten years.

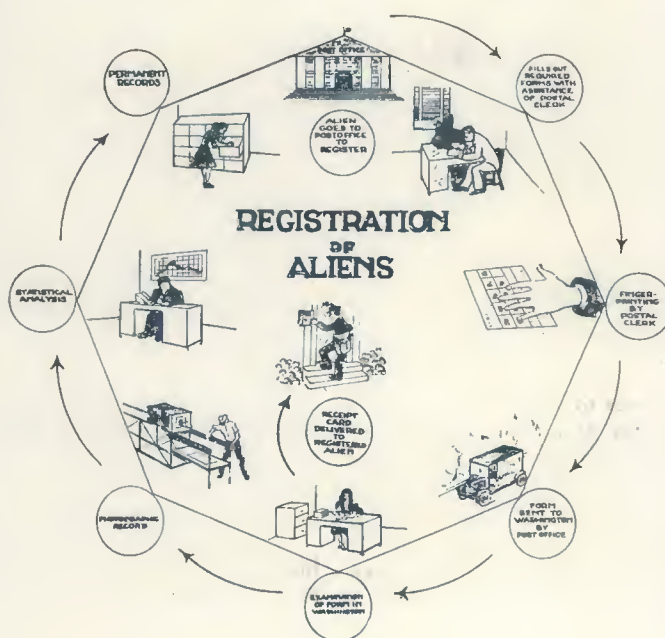
Of the 6,300,000 aliens present in this country in 1930, there are probably fewer than four million at the present date. A great number of persons who were aliens ten years ago have become naturalized; some have died; a number of them have left the country. When the 1940 census figures are available next spring we shall have an accurate check

on the population and distribution of aliens in this country, but for the present our task has been to publicize the requirements of the Alien Registration Act so widely that no one can claim ignorance of the law.

There were naturally many fears non-citizens had in connection with the registration. Some were afraid that registration would jeopardize their jobs; others felt that registration would take away some of the rights they enjoyed as residents in the United States. From the very beginning we tried to allay such fears by pointing out that the Alien Registration Act did not represent any change of policy toward the alien on the part of the United States Government. In administering the Act my colleagues and I have stressed the point that we consider the great majority of aliens in the United States law-abiding persons who are as true to the letter and spirit of American laws as are patriotic American citizens.

That the Alien Registration Act was not an anti-alien move was emphasized by the President himself, who, on signing the law passed by the Congress, said: "The Alien Registration Act of 1940 . . .

should be interpreted and administered as a program designed not only for the protection of the country but also for the protection of the loyal aliens who are its guests. The registration . . . does not carry with it any stigma or implication of hostility toward those who, while they may not be citizens, are loyal to this country and its institutions. Most of the aliens in this country are people who came here because they believed and had faith in the principles of Ameri-





can democracy, and they are entitled to and must receive the full protection of the law."

One of our initial steps was to prepare a sample registration form which contains the questions aliens are asked when they present themselves at post offices for registration and fingerprinting. This form, which contains also instructions for answering the questions, was designed to save the time of the alien and the registration officials. Working closely with the Post Office Department, which is handling the actual registration, we distributed many million copies of the same form, not only through post offices but through such private organizations as social agencies, professional and fraternal organizations, and trade unions.

At the same time we provided post offices with posters which carried the announcement of the Alien Registration Act in twelve languages. Through the English and the foreign language press and on the radio, we urged aliens to fill out the sample form before registering, advising them to call on friends, relatives, and reputable organizations for any help and advice they might need in making them out. We have also been able to work with teachers of Americanization classes. For their use we prepared a lesson plan covering the essential features of the law. More than 5,000 copies of this plan have been distributed to teachers so far. In addition, we issued a question and answer pamphlet which covers questions asked most frequently in connection with registration. In New York arrangements were made with the Board of Transportation for posting an announcement of the Alien Registration Act in every subway car. This announcement is carried in six languages.

Group of Hollywood actors lined up for alien registration.

Earl G. Harrison, Director of Alien Registration, Department of Justice.



The results to date have been most reassuring. Not only did registering non-citizens respond with an excellent spirit of friendliness and cooperation, but nearly half of the estimated total number of aliens in this country registered at post offices in the first six weeks of registration. So far a daily average of approximately 50,000 registrants has been maintained.

As readers of this magazine know, we are requiring all aliens to report changes of residence address, including those who have entered the country since August 27, 1940. It may interest them to know that all persons who failed to list their United States address when they registered abroad at the American consulate, are required to report their residence address within five days after they have established one in this country. This also applies to a person who has established a residence address in the United States other than the one listed with the American consulate.

The human side of registration is one that we have tried to take into consideration at all times. Many non-citizens, for example, have an understand-

(Continued on page 708)

A Journey Through Thessaly and Epirus

Excerpts from a despatch from the Honorable Lincoln MacVeagh, American Minister at Athens, dated September 28, 1940

The Honorable

The Secretary of State,
Washington.

Sir:

Following my despatch No. 4374 of August 20, 1940, I have the honor to report in greater detail on my trip to the north and west of Greece therein briefly discussed.

As stated in that despatch, the trip took me over the Pindus range to Janina, in the heart of Epirus, and thence south to Preveza, Agrinion, Missolonghi and Naupactus. Until very recently the passage of the Pindus has been impossible except by mule-back or on foot, and one of the objects of the trip was to drive over the new motor-road recently completed. To reach it from Athens one must go north to Larissa in Thessaly and there turn westward to Trikkala and Kalambaka.

In classical times, Thessaly was a fertile region which supported a large and virile population. As in other parts of Greece, however, deforestation of the surrounding mountains, and the incidence of malaria, caused a marked decadence to set in even before the beginning of our era, and for almost two thousand years this splendid granary and breeding ground of horses (the home of the Centaurs) languished. On the outskirts of Trikkala one passes large drainage works in progress, and Trikkala itself is a presentable town. Twenty kilometers to the north, at Kalambaka, where the Peneios debouches from the mountains and the pass to Epirus begins, there would doubtless be little change from purely medieval conditions, as in other Thessalian villagers, were it not for certain tourist attractions.

These attractions consist, firstly, in a cluster of gigantic and precipitous rocks rising from a verdant valley of fig and vine, forming a kind of Garden of the Gods behind the town, and secondly, in the medieval monasteries called Meteora, or *ta metêora monastéria*, "the monasteries in the air," perched precariously

upon them. The monasteries were mostly founded as hermitages in the fourteenth century, by "holy men" seeking refuge in difficult days. They were later enlarged to accommodate brethren, but none attained any appreciable size, nor can any of them be compared to the monasteries at Mount Athos. Their chief claim to fame lies in their unique position, and in the method of scaling their perches which was in vogue until recently. This was the rope-and-basket method, so well-publicized in travellers' tales of the last century that tourists have been known to expect it almost anywhere in Greece, even on the Acropolis of Athens. Nowadays one ascends to the few monasteries which are still inhabited (out of an original twenty-three) by the less exciting means of rock-cut steps, cement platforms, wooden bridges and ladders. Once one has arrived at the top, the appearance of the inmates contrasts somewhat unfortunately with the airy splendors of their retreats, but if the monasteries are poor, nature round about is rich, and the place, which is accounted among the sights of Greece, is amply worth a visit.

Kalambaka lies at the very foot of the Pindus, the backbone and main divide of northern Greece. The pass to Epirus which here begins, following the upper course of the Peneios. It was through this pass that Caesar led his legions in pursuit of Pompey, in the campaign which ended in one of the decisive battles of history at Pharsalus.

The length of the pass by the new road is about 100 kilometers, or 60 miles. Its highest altitude, almost precisely midway between Kalambaka and Janina, is 5,100 feet. Then one starts to descend sharply. Here, just beyond the little Alpine village of Metsovo, famous for its costumes and patriots, the hills become rocky and barren, narrowing into gorges and beetling above the road where it descends dizzily in dangerous coils. The river on this side, a branch of the Arachthos which finds its way eventually to the Ionian sea via the Gulf of Arta, is a full-fledged tor-

The JOURNAL is glad to be able to print herewith the descriptive part of an official despatch submitted by Mr. MacVeagh regarding his travels, a few weeks before the beginning of the Greek-Italian war, through the regions of Metsovo, Janina, and other areas which became prominent in the news shortly thereafter.



Route taken by Minister MacVeagh is indicated by the dotted line.

rent. There are no gracious vistas here, but westward as far as the eye can reach, ridge after ridge of mountains seem to come tumbling in like giant surf. For almost the whole of the remaining thirty miles to Janina, the skill of the chauffeur who drives this road must be almost equal to that of the engineers who built it.

Epirus is as mountainous as Thessaly is flat, but the somewhat lower ranges run uniformly parallel to the main Pindus divide, and this makes penetration from the west practically as difficult as from the east. The seacoast offers few harbors, and from the best of these, at Parga and Goumenitza (opposite Corfu), a single road leads inland, connecting at Janina with the road over the Pindus to Larissa. What has been said of the latter applies to this also. It struggles and hesitates over enormous barriers, completing at last a victorious but uneasy passage through "the Acroceraunian (i. e. high-thundering) Mountains of old name," whose rivers, Acheron and Cocytus, were selected by the ancients as prototypes of the rivers of Hell:

"Sad Acheron, of sorrow black and deep;
Cocytus, named of lamentation loud
Heard on the rueful stream. . . ."

The capital of the district, Janina, or more correctly, Ioannina, is certainly one of the most pic-

turesque towns in all of Greece. It is situated on the western side of a small lake in the midst of a long and narrow valley. The mountains which ring it round are covered with snow and vernal flowers as late as July, when I made this trip, and this gives the place an Alpine appearance only locally modified by the mosques and minarets still surviving in the town itself. Janina has no ancient history. Its fame is chiefly associated with an Albanian chieftain, Ali Pasha, a disobedient satrap of the Sultan, who flourished with some splendor and much wickedness in the early nineteenth century and treated as an independent sovereign with both Nelson and Napoleon. His body is buried near one of the mosques above the lake, in the same grave with that of a favorite wife whom he himself murdered, but his head is in Constantinople, with those of his sons.

How ancient and indisputable is the Hellenism of this region may be realized from the fact that only a few miles southwest of Janina lies Dodona, the site of one of the Greek world's earliest oracles, second only to Delphi in renown. Here, from prehistoric days down to the second century of our era, the great god Zeus counselled his devotees and foretold the future through the rustling of oak-branches and the hollow sound of hanging kettles in the wind. It lies in a long valley on the western slopes of the Tomaros *massif*, and has been identified not only by the magnificent remains of its theatre, town-walls and temples, but by the discovery of hosts of little bronze offerings to the god, and, more interesting and conclusive still, bronze tablets on which are inscribed the answers of the oracle. Some of these last are to be seen in the Janina museum, and are among the most curious of all the relics surviving from Greek antiquity.

"'Tis mute, the word they came to hear on
high Dodona mountain,
When winds were in the oakshaws and
all the cauldrons tolled."

The southern exit from Epirus follows the gorge of the Louros until it reaches the delta of that river in the Gulf of Arta, where the road divides, the right branch sweeping westwards round the Gulf to Preveza, and the left continuing south to Arta and beyond. It affords, to my mind the most beautiful

inland drive in Greece. It may be rivalled later by the new road being constructed from Karpenisi to Agrinion, but it is certainly finer than the Pindus passage above described, and while it has no single feature to compare with the sudden view of Mount Taygetos and "hollow Lacedaemon" on the Tripolis-Sparta road, it is more uniformly satisfying in its splendor than any other highway in Greece that I know of where the sea does not enter into the picture.

The Gulf of Arta is one of those bottle-necked bodies of water so common in the Eastern Mediterranean which are rapidly silting up with the deposits of the rivers flowing into them. Other outstanding examples are the Gulf of Salonika, the Malic Gulf (Thermopylae), and Smyrna Bay. Since classical times the whole northern shore has moved south several miles, the new land being formed by the deposits of the Louros and the Arachthos rivers, whose deltas join to form a wide front of encroachment.

Medieval and modern history has pressed hard on this region. Under the enlightened rule of the Romans it is clear that it fulfilled to a surprising extent the unrealized promises of the present. Chief witness to this fact is Nicopolis, founded on the peninsula of Preveza by Augustus to commemorate his victory over Antony at Actium. All signs point to this having been a Roman city of importance. It had harbors on both sides of the promontory, a large theatre, a magnificent aqueduct (built apparently for swank, since the local water supply was good), and a perimeter far exceeding the present considerable circuit of later fortifications. The nucleus of its population was originally drawn from surrounding villages, and supplemented by a colony of veterans, but culture soon supervened on pros-

perity, and the place is remembered now not only for Augustus, but for one of the greatest of all moral philosophers, Epictetus,

"That hating slave, who in Nicopolis
Taught Arrian when Vespasian's cruel son
Cleared Rome of what most shamed him."

Preveza, at the extreme end of the peninsula, has had no such fair fame. Probably founded by Pyrrhus in 290 B. C., and called *Berenice* for his mother, daughter of Ptolemy Lagos, King of Egypt, it had to wait till Venetian times to have a history, and even so, little outstanding occurred in it till it was taken from the French in 1793 by Ali Pasha of Janina, who here built a pyramid of his victims' skulls.

Perveza saw the battle of Actium, and that is something. In 31 B. C., Antony and Cleopatra, with designs on Italy, came north from Patras, where they had wintered, and stationed their ships in the Gulf of Arta, preparing to make the invasion, as the Germans have been preparing this fall to invade Britain. But Agrippa landed an

army in Epirus and moved south. Antony's cavalry swept round the Gulf to head them off, but were defeated in the delta of the Louros, and Antony stayed on the southern shore. Agrippa then seized Lefkas and threatened Antony's communications, and meanwhile Augustus arrived with his fleet, so that the invading forces were now blockaded. The rest was discouragement, half-hearted battle, and attempted but disastrous flight. Today, Actium is a long, low, promontory facing Preveza across a narrow channel. Temple foundations and the ruins of a small port may be found, but only with difficulty. Nevertheless the "renown forever clinging to great days done" invests it with an aura,



Photo by George V. Allen

Mosque of Ali Pasha, Janina



Photo by George V. Allen

"Naupactus . . . a small town built to a great extent within the walls of a medieval city whose castle crowns the conical eminence above."

and with the aid of the far mountains and the sea, which never change, one can collect no inconsiderable thrill from hiring a little boat in Preveza and sailing for an hour or so on the waters where Cleopatra passed the last nights of her glory.

To drive from Preveza to Agrinion, the capital of Aetolia, one must go back to Philippiada and turn south. After that one soon reaches Arta, a considerable village built on the scanty foundations of the ancient Ambracia, from which comes the official name of the Gulf of Arta, the *Ambraciot Gulf*. Arta has some interesting Byzantine churches, but perhaps its chief attraction is the high-arched Turkish bridge over the broad Arachthos, of which many photographs are current. Near the bridge stands an ancient plane-tree of serviceable proportions from which Ali Pasha of Janina used to hang the Greeks when it suited him to cooperate with his Turkish masters. Beyond Arta, the road passes through a part of the low, marshy, and treeless Arachthos delta, and then ascends the cliffs which form the eastern wall of the Gulf. Here it continues on for ten spectacular miles between mountain and sea to Amphilochia, where the Acarnanian peninsula, with its uncompromising ranges, reaches out westward. There it turns slightly to the left, and by means of a narrow valley, somewhat reminiscent of the west coast of Scotland, even to the "loch" in its depths, reaches the broad stream of the Acheloius flowing southwest along the western border of the central Aetolian plain at whose center stands Agrinion.

By far the most remarkable feature of this drive

is the narrowness of the passage along the Gulf of Arta. The cliffs here rise almost straight from the sea, and behind them there is nothing but a mass of mountains clear to the other side of the peninsula. It is as if the Pindus, flowing down from the north in a great stream, had backed up on itself when approaching the deep trench of the Gulf of Corinth to create a vast eddy and swirl of peaks.

A curious feature of the Greek mountain system is this spreading out of the Pindus on its approach to the Gulf, the overflow of the highlands thus piled back upon themselves spilling sideways east and west, through Boeotia and Attica to the Cyclades, and through the Acarnanian promontory to Lefkas and the Ionian islands. Two relatively large plains and one small one are enclosed in the whirlpools of the hills, those of Boeotia on the east and Agrinion on the west, with the more restricted valley of Amphissa, near Delphia in Phocis, between them. This last, however, is rather an extension of the inlet of Itea than a mountain valley strictly speaking. The plain of Agrinion is apparently the bed of a large prehistoric lake formed by the Acheloius, just as that of Boeotia was probably formed by the Kephissos and other streams. Now both are wide-spreading fertile agricultural regions with small lakes in their bosoms. Near Agrinion, Lake Trichonis stretches its marsh-bordered length along the southern wall of the mountains which separate the plain from the Corinthian gulf. The splendid tobacco, for which the region is famous, grows on the medium slopes all round the great bowl-like depres-

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Gentlemen's Agreement in the South Seas

By DAISY D. RECK

WITH a fresh supply of oil and gas feeding its four engines, a 74-passenger clipper boat tears across the coral sands of isolated Canton Island, some 1,850 miles southwest of Hawaii, tilts its nose out over the South Pacific and resumes its flight in the newly established schedule by which Pan-American Airways links the United States on an air route with New Zealand.

The base at which these planes refuel is a modern piece of construction consisting of a dock, a radio station, a hangar, and a hotel replete with mess boys, stewards, room boys, a dietitian and a doctor—all of this set down on a barren atoll midway between Hawaii and Samoa. It is the newest of Pan-American's airports and, although designed for commercial use, it may prove in an emergency of inestimable value in the defense of American territorial waters in the Pacific.

Its construction follows on the heels of an agreement between the Governments of the United States and Great Britain, an agreement as peaceable and trustful as any in the annals of diplomacy.

It came about when the United States decided that Canton Island, and its smaller neighbor, Enderbury Island, just 35 miles away, might be needed in connection with our commercial air expansion. It was recalled that American guano collectors had visited the islands early in the nineteenth century, thus establishing a legitimate claim of possession. It developed, however, that British guano collectors also had discovered the fruitful fertilizer deposits at about the same time. It is not surprising, but the fact remains that

none of these gentlemen had sufficient foresight to erect an indestructible marker which would have established the priority of 20th Century British and United States' claims.

When the matter appeared to have reached an impasse, the two Governments came together, in April, 1939, and in carefully couched diplomatic language proclaimed that they: "without prejudice to their respective claims to Canton and Enderbury Islands, agree to a joint control," the islands "to be administered by a United States and a British official appointed by their respective governments. . . ."

The islands, said this friendly agreement, "shall be available for communications and for use as airports for international aviation, but only civil aviation companies incorporated in the United States of America or in any part of the British Commonwealth of nations shall be permitted to use them for the purpose of scheduled air services." Set up for a period of fifty years, this joint control stipulated that the use of the islands or their territorial waters for any other purpose, should be the subject of agreement between the two governments.

The customary assurances of highest consideration for each other were exchanged between their Excellencies, Cordell Hull and Ronald Lindsay, and thus the matter was concluded as amicably as though early British and American guano collectors simulta-

neously had set foot on the lonely pin-dot islands in the South Seas.

By Executive Order, the task of maintaining sovereignty of Canton and Enderbury fell to the United States Department of the Interior



On Canton Island, a barren coral atoll in the South Pacific is Pan American's newest airbase. Here the 74 passenger clipper boats stop to refuel on the flights which link the United States with New Zealand.

which two years earlier had been assigned similar duties on Howland, Jarvis and Baker Islands, also in the Equatorial group. In its work on these latter three, at least two of which are considered to have potential value for expansion of our commercial air service, the Interior Department's Division of Territories and Island pos-

sessions had become somewhat of an expert in tropical colonization.

On these five islands there has been accomplished a colonization job which has no precedent in Government procedure. To understand the course that has been pursued, it is necessary to realize the unique aspects of the problem. Here was no frontier that could be thrown open to the Dust Bowlers; no rolling, fertile soil waiting to be turned; no highways to accommodate pioneer caravans of Fords and trailers; nor even shipping services between the mainland United States and these remote spots in the South Pacific. These five windswept islands not only were uninhabited, but to most intents and purposes, all were uninhabitable.

Topographically, they are unspectacular. The highest point on Howland Island, for instance, is but 25 feet above the sea.

All are small. Canton, the largest of the five, is a narrow strip of land, 50 to 600 yards wide, surrounding a lagoon approximately eight miles long. Enderbury is about two and one-half miles long and one mile wide.

Of them all, the average precipitation amounts to only a few inches annually. Consequently, the



Government House deluxe, fully equipped with rainbarrels and other unique features, in Howland Island, South Pacific, where four youthful Hawaiian colonists maintain sovereignty for the United States. With them, left rear, are Richard B. Black, formerly Department of the Interior Field Representative in charge of Equatorial Island colonization, now with the Government sponsored Antarctic Service, and right rear, Ernest Gruening, now Governor of Alaska.

islands support almost no vegetation, except a few palms, and but a handful of those. A commonly accepted "vicious circle" theory prevails which establishes a relation between the scant precipitation and sparse vegetation. Rain clouds often are seen approaching across the South Pacific in this vicinity, yet as they reach these bits of land

lying directly in their path, they split, continue around the ends of the islands and drop their moisture into the sea.

The wildlife consists of rats and birds. Of the former, there are droves. Of the latter, there are many interesting specimens: boobies, frigates, marlins, curlews, sandpipers and terns, all friendly and quite untouched by civilization. Only those on Canton had ever been exposed to the vagaries of mankind, for it was there, in 1937, that the National Geographic-Naval Observatory joint expedition landed briefly to establish a temporary observatory for studying an eclipse of the sun.

In actuality, then, these islands are barren, low-lying bodies of sand, entirely surrounded by the seething blue waters of the South Pacific. As places for habitation, they would present a challenge to the stoutest heart.

Knowing this, the Department of the Interior proceeded guardedly with its colonization plans, cautiously avoiding any publicity which might arouse hope in the American mind that here were tropic paradises in which one might start life anew. Despite these precautions, after it became known

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My French Refugees

By BEATRICE PHILLIPS*

PARIS, May 10th, at 5 a. m., I awoke to the screeching blast of an air alarm, soon followed by distant repeated shell fire; the long-expected enemy drive had finally dashed the hopes of a war-stricken France.

The American Friends of France headed by Miss Anne Morgan, was composed of about 60 workers, 12 or 13 of which were American women drivers, the remaining, with the exception of the directors, being French. Orders were to convocate immediately at Blerancourt in the Aisne where our Chief divided us into units of one driver to three nurses and we were to organize canteens where the need was most urgent. How can I describe the hordes of dazed and thunderstruck refugees I encountered while driving up toward the front on that fatal day. Swept out suddenly from their homes by the coming of enemy planes, these people, the backbone of France, formed a relentless stream of pitiful human beings.

Our task lay in feeding and attending as many of these hapless wanderers as we could. I, as one of the 12 American drivers, was immediately ordered to Aubenton, a small village in the Ardennes, and with the assistance of two registered French nurses, I organized a canteen and dispensary. Hardly had I settled this than I received orders to proceed to Armagne, near Rethel, with a nurse. Here another canteen had been formed with more people than could be handled by my colleagues. The work began at 5 a. m. the next day with ever increasing tides of refugees. Stunned by fatigue they poured in with plaintive cries of "Du café, Mademoiselle, un peu de café s'il vous plait." Our supply dwindled sadly even on the second

day; bread, milk, coffee, chocolate seemed to evaporate under our eyes. The hopelessness of feeding each and all satisfactorily struck me as terrible. So many left the canteen still hungry, still in want, but they never failed to thank us each one. "Merci, Mesdames, merci, comme les Americaines sont bonnes pour nous," and one's heart warmed to their genuine gratitude. No, a more pitiable sight I could hardly imagine as I watched babies ten days old wailing at their mothers' breasts, old men crippled by fatigue, trailing by the hand hollowed-eyed children of 12 and 14, pale young girls with strained faces and hungry eyes; each a tragedy. But courage was foremost in their hearts. "C'est la guerre, que voulez-vous," was the general saying, and I have never known a braver people under such stress. Hardly a murmur about their desperate conditions. Birth and death surrounded us also, but our competent French nurses coped with both as serenely as if they were in a hospital. Wounds from shelling received on the road were likewise treated. Cases of hysterical mothers refusing to

part with their babies, who had died from exposure were more than frequent at the canteen. I observed one mother fighting her impulse to hysteria watching the gradual death of her child. One of three aged Belgian nuns fainted continually from lack of food. The village doctor was often away—only a very few doctors were left anyway to care for this large civilian army. Yet all put up a brave front and all had supreme faith in the invincibility of their country.

For two days we were continually under fire at Armagne, but somehow I became so used to it that



Therese Bonney

Alsatian refugees in Haute Vienne

*Miss Phillips is the daughter of Ambassador William Phillips.

fear never entered my head until afterwards when I thought what might have happened. The work of feeding and caring for these people was so great as to reduce all awareness of danger from the outside. True, I saw the black crosses of enemy planes swoop down over the village streets and the bombs which exploded near by shook our building so that I thought the place would crumble into a thousand bits. But my job lay in reassuring a panic stricken crowd. They already had had their share of it on the roads and a repetition of these raids sent them flying under the tables and the chairs. I noted expressions of fierceness on the mothers' faces, as the primitive instinct to preserve above all their children possessed them body and soul.

As for myself, I realized only too well the Frenchman's tie to his "foyer." He cannot conceive of leaving home for long. Trailers and cars as we use them are abhorrent to him. With the war came the bitterness of severing home ties; so furniture, bedding, ancient grandmothers, cattle, all were heaped into wagons drawn by heavy horses. Few had cars, and those that had were lucky!

At Rocyni, another town in the Ardennes, where several of our units combined to form a canteen, we faced the same sort of work, but without bombing this time. The evacuees had taken refuge in the school yard to await transportation from the American Friends of France. As we only drove small French cars, we had to obtain the assistance of the American Ambulance Volunteer Service, who conveyed quantities of people to the nearest station, where they were in hopes of boarding a train. We attempted again to feed and lodge as many as we could, but once more we ran out of this and that. We might have realized that we were coping with the entire French population, and despite our efforts to care for all, only a minimum were affected. That was the tragedy of the work. The army trucks which had been promised to help in the transportation were slow in arriving and voices of entreaty inquired, "Quand arrivent-ils les camions, quand partirons-nous, Mademoiselle?" We could never tell them just when they were coming, for we never knew. They who trusted us so and expected much were forced to wait and hope in the crowded school yard. Families grouped here and there were sleeping or dozing over bundles, bicycles, carriages all heaped around them. Every now and then rumors spread that the trucks had arrived; then sunken faces lit up momentarily only to hang once more in despondency as nothing appeared. Here and there arose impatient cries until once it became a general revolt and the Mayor was sent to settle the situation as best he could. Alas, the promised trucks arrived only after we left, but I was relieved to hear

later that nearly all got away before the enemy entered the town.

Of course, we may also have been innocently feeding and caring for numbers of spies or enemy parachutists, who cleverly disguised in the costumes of the country mixed with the refugees to spread tales of disillusionment and produce general confusion. Such tactics as these were new in France and hard to combat at first. The ultimate destination of the refugees was left more or less to Providence. Generally, all made for Paris; after that they did not know. Neither did all the families or cities, grouped together before parting, arrive intact; many died of exposure on the way, and of wounds. Others merely strayed off.

I arrived back in Paris May 17th and was surprised to discover a serenely running city, only superficially perturbed by the recent harrowing events. The worst had not yet reached Paris, although the tales as recounted by the refugees had not failed to leave a gnawing impression. These strange distorted sights of human beings, arriving in trains from the north struck a harsh note in the heart of the Parisians, but they reassured themselves that Paris anyway would remain untouched—and that was the principal thing!

Recalling this past week, I was struck by the realization of what we had meant as neutral Americans to this homeless people. Perhaps we failed at times to give all necessary material assistance. The need had spread to unlimited proportions—but morally we, as a Committee, carried very great weight. The sight of our women in uniform with a kind smile and cheery words made up for material deficiencies. My work, however, did not end here. Back at Headquarters in Paris, Miss Morgan now set about redistributing the workers among her other units. That is how I came to know the Alsations, an interesting people.

PART II.

After a four-hour drive along a peaceful, untroubled French countryside, I arrived at Bellac, a small town near Limoges in the Haute-Vienne. Here Miss Morgan had established at the outbreak of the war a unit for the care of the Alsations who had taken refuge in this part.

In contrast to my previous hectic work at the front, this seemed like school routine, but as regards individual contacts perhaps more interesting. My particular contribution to this work was merely that of driving the registered Alsatian nurses and social service workers who composed the unit. This group was responsible for contacting the Alsatian families dispersed among neighboring hamlets around Bellac. Every day the three other

American drivers and myself took out each a nurse on her round of visits. We visited a dozen or more families daily, bringing them clothing, giving medical assistance, and arranging for better lodging. Supplies we had in abundance at the unit; some articles of clothing and children's toys came from American Relief Committees, other stuff had been made in France.

To me these visits were an eye-opener on the French way of living, and also the method in which social service is conducted. Several Alsatian families lodged in a hamlet, living alongside the French peasant. Lots of them begrudged their living quarters and did very little to ameliorate their often squalid surroundings; others took pride in trying to brighten up the neglected looking peasant homes. I came to know these people only after great efforts. They are a shy, reserved race, more German than French and possessed with a stubborn pride that is hard to pierce. Not understanding Alsatian, which is a dialect incomprehensible to both Germans and French, I was unable to converse much. My attempts to talk German, which they understand but cannot speak, were duly rewarded by floods of Alsatian response. I was surprised to find how many had relatives in America, mostly in Buffalo, or near Niagara Falls. I often wondered what picture they formed of America. From the little I gleaned from them it is a "land of milk and honey blest," indefinite in size, and from where enriched relatives send them dollars. Most of them, of course had never left Alsace-Lorraine before except to be evacuated to the other side of the Rhine in the last war, so they knew little of their French compatriots' ways of life. This factor, along with general racial and linguistical differences accounted for a slightly prevalent pro-German sentiment which increased as the relations between the French peasant and Alsatian became daily more strained.

According to the older generation, the Alsatians had received better standard of treatment behind the German lines in 1914, than in France during the present war. They resented bitterly being called "Boche." The French, on the other hand, complained of the Alsatians' lack of cooperation, their constant complaints and standoffish ways; there was really plenty to be said on both sides.

I was amazed by the total unawareness of these people as to the true events in the north. All expected some miracle to occur and none conceived of Paris being lost to them. They had never really seen war before, since in 1914 Paris had remained; all felt secure behind the Maginot Line. When the actual crash came around June 28th, they were left stupefied.

Then came the Belgian refugees. Two weeks had hardly passed since my arrival at Bellac, when the highways were thronged with high-powered American cars. Piled high with bedding, partly as a convenience and partly as a protection against shelling, these cars were driven at frantic speed and frequently met with disaster. The Belgians usually stopped overnight at Bellac. Our canteen, kindly donated by Mr. Charles Boyer, was now overflowing with hungry, forlorn Belgians. Harrowing tales of narrow escapes, of confusion, were endless. Where were they headed for? What was their goal? Just south, further south. They must keep rolling on regardless of time and of place. The Alsatians' need dimmed under the Belgian plight. Also the northern French were arriving in their wagons. Again the pinched faces, a sad reminder of days at the front.

PART III.

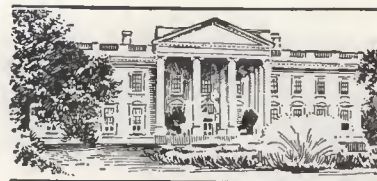
My work at Bellac came to an abrupt end when our Chief decided to transfer her entire unit to La Crèche, a small village near Niort, in the Deux Sèvres. Here we set up a canteen for refugees liv-

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Therese Bonney

On the church steps at Givet (Ardennes) women and children wait to be picked up in evacuation cars of the American Friends of France.



THE WHITE HOUSE
WASHINGTON

To the Foreign Service:

Wherever this message overtakes the members of our Foreign Service it brings my heartfelt wishes for a Christmas of joy and happiness and a New Year made glad through the realization of all good things.

Under the most trying circumstances you have served the government loyally and efficiently through the year now drawing to a close. I wish that I could write to all of you with deeper assurance that our hopes for greater happiness could be immediately fulfilled. There will be, I firmly believe, better and happier days for us and for others, but they will come only because of the unselfishness and the enthusiasm with which we re-dedicate ourselves to the service of our ideals.

Franklin D. Roosevelt



THE SECRETARY OF STATE
WASHINGTON

To the Foreign Service:

The test of a great emergency is the measure of the strength of any organization. During the past year the Foreign Service has met just such a test and met it in a manner deserving of all praise and admiration. I know that such a record at such a time cannot be achieved without many and various sacrifices on the part of the officers and clerks of the Service, and I am keenly aware of the dangers which have been faced; the families which have been separated and the long hours of work, often tedious, which have been performed. I wish that my duties permitted me more time to talk with members of the Service of these and of other matters of interest to them and to me, and in that way give to them a clearer and a more direct sense of the value which I attach to the services which they have rendered. I would ask them to consider these words as a personal message of congratulation and of good wishes for the coming year.

Cordell Hull

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CAREER SERVICE

The extreme importance of our diplomatic relations today lends special interest to the fact that approximately fifty per cent of our Ambassadors and Ministers are career men who have come up from the ranks. Half the first-line trenches in our national defense are, therefore, commanded by men who have been carefully trained for the purpose. This represents a decided improvement over the time when only a handful of our chiefs of mission were men who had devoted their lives to the business of representing the United States abroad.

In view of the growing national interest in our

Foreign Service, the table presented by the JOURNAL on the opposite page is particularly timely.

Beginning with 1906, when executive orders were issued governing entry by examination into the Diplomatic and Consular Service, the percentage of career and non-career Ambassadors and Ministers is traced to the present day. It will be seen that from a low of five per cent in 1914 and 1917—two of the crucial years in our history, incidentally—the proportion of career chiefs of mission reached an all-time high of 52 per cent in 1939 under President Roosevelt. Today, members of the career service share the total number of available posts exactly on a fifty-fifty basis.

The statistics further show that the rate of progress for the career has by no means been uniform. Thus, while in 1911 there were eleven posts occupied by career officers, only two were so held in 1914, 1917 and 1919. Ten career diplomats held office in 1912, while eight years later there were only four. It was not until 1921 that a steady advance began in the recognition of those who had entered the service by examination or who, because of their length of service, could be considered as career officers. By 1931, 25 out of 51 posts were in the hands of career diplomats.

These figures speak for themselves. Up to a point, career appointments have steadily increased—possibly as a result of the lessons learned following our participation in the World War. The fact is, however, that for the last ten years—from 1930 to 1940—the percentage of posts allotted to the career service has remained stationary, indicating that some sort of a balance has been established between career and non-career appointments.

The JOURNAL does not believe that each and every diplomatic post should be filled by a Foreign Service Officer of career. There have been in the past, and undoubtedly will be in the future, many occasions when a distinguished or talented citizen of the United States could serve his country more effectively than an Ambassador or Minister drilled for years in government routine. The men appointed from private life to head diplomatic missions are frequently of such outstanding calibre that to forego their services entirely would not be in the best interest of the United States.

Nevertheless, when a career officer makes the top grade after years of arduous, competitive work, the country deserves congratulations. As demonstrated by current events, such men are eminently qualified by experience to discharge their duties in foreign countries. While fifty percent is a notable share of the posts compared to bygone days, it is not too much to hope that progress will before long be resumed in weighting the scales in favor of the career appointee.

CAREER VS. NON-CAREER APPOINTMENTS 1906-1940

Year	AMBASSADORS		MINISTERS		Career	TOTAL		% Career
	Career	Non-career	Career	Non-career		Career	Non-career	
1906	1	8	2	25	3	33		8
1907	1	9	3	25	4	34		11
1908	1	8	4	26	5	34		13
1909	---	10	8	21	8	31		21
1910	---	10	8	20	8	30		21
1911	---	10	11	21	11	31		26
1912	---	10	10	20	10	30		25
1913	---	9	3	26	3	35		8
1914	1	11	1	26	2	37		5
1915	1	11	2	26	3	37		8
1916	1	12	2	24	3	36		8
1917	---	10	2	26	2	36		5
1918	1	9	4	21	5	30		14
1919	1	9	1	23	2	32		6
1920	1	9	3	18	4	27		13
1921	1	8	9	19	10	27		27
1922	1	9	10	20	11	29		28
1923	1	11	11	23	12	34		26
1924	1	11	12	23	13	34		28
1925	3	10	11	21	14	31		31
1926	4	8	13	20	17	28		38
1927	3	10	13	20	16	30		35
1928	4	10	16	19	20	29		41
1929	4	10	19	17	23	27		46
1930	5	9	15	16	20	25		44
1931	6	9	19	17	25	26		49
1932	6	9	19	17	25	26		49
1933	6	9	18	18	24	27		47
1934	6	10	19	16	25	26		49
1935	8	9	17	18	25	27		48
1936	9	8	16	19	25	27		48
1937	9	8	16	19	25	27		48
1938	9	8	15	19	24	27		47
1939	9	9	16	14	25	23		52
1940	9	9	17	17	26	26		50

Statistics compiled by Vice Consul Daniel Gaudin, Jr.

NOTE: 1906 was selected as the first year of illustration because it was in 1905 and 1906 that the executive orders governing entry by examination into the Diplomatic and Consular Services were issued. (An effort had been made under President Cleveland to require entry by examination but had been discontinued after a short time.)

The following are considered as career men: Those Ambassadors and Ministers who (1) had entered by examination; or (2) had entered before 1906 but had spent ten continuous years in grades below those of Ambassador and Minister. However, four men were included who had slightly less than ten years' service but were obviously not ordinary political appointees. These four had continuous service experience and progressed through some of the lower grades. No Minister-Resident or Diplomatic Agent is included in the table. An Ambassador or a Minister accredited to more than one country was counted but once for each year.



News from the Department

By REGINALD P. MITCHELL, *Department of State*

Foreign Service Officers

Ellis O. Briggs, until recently an Assistant Chief of the Division of the American Republics, on November 4 concluded a brief period of consultation in the Department following leave of several weeks spent in Maine at the conclusion of his service in the Division. Mr. Briggs left for New York City on that date and sailed on November 8 on the S.S. *Santa Elena* for his new post as First Secretary at Santiago, Chile, carrying with him 5,000 rounds of shotgun shells in anticipation of considerable hunting. Mrs. Briggs, and their two children, Lucy, ten years old, and Everett Ellis, seven years old, had made all plans to accompany him but a day or two before sailing Everett Ellis contracted scarlet fever and they remained behind, planning to leave on the S.S. *Santa Lucia* in December.

Robert P. Joyce, now assigned to the Department following his recent service as Second Secretary and Consul at Belgrade, left Washington with Mrs. Joyce by car on October 29 for a several days' stay in Charleston, S. C., en route to his home in Pasadena, California, where they planned to spend the greater part of their leave. They planned to return to Washington about December 7.

H. Coit MacLean, until recently Commercial Attaché at Paris, has been on temporary detail for some few weeks in the offices of Assistant Secretary Long.

Robert B. Memminger, Vice Consul at Zagreb, arrived at New York City on October 11 on the S.S. *Excambion* from Lisbon on home leave and visited Washington for several days before leaving on October 24 for his home in Charleston, South Carolina, with Mrs. Memminger and their young son, Robert Gibbs Memminger, who was born in New York City on September 20, Mrs. Memminger having come to the United States from Zagreb in the early summer.

William P. Snow, Vice Consul at Stockholm, visited the Department for several days beginning on November 4 following his arrival at New York City on October 30 on the S.S. *Excalibur* from Lisbon on home leave. After leaving Washington he planned to visit relatives in New York and Maine.

John P. Hurley, Consul General at Marseille, visited the Department for several days beginning on October 29 following his arrival at New York City three days earlier on the S.S. *Exorchorda* from Lisbon. He planned to spend some time in New York after leaving Washington.

Eugene M. Hinkle, Second Secretary and Consul at Ciudad Trujillo, registered at the Department on October 21 on home leave following his arrival from his post. Mr. and Mrs. Hinkle are sojourning at their new farm near Boyce, Virginia.

Kenneth J. Yearns, Consul at Swatow, visited the Department in late October and early November accompanied by Mrs. Yearns. He arrived at San

Francisco on October 7 on the S.S. *President Taft* from his post and visited in Los Angeles, Seattle and New York City before coming to Washington, where he planned to spend the greater part of his home leave.

Orsen N. Nielsen, Consul General at Munich, visited the Department for several days beginning on October 28 following his arrival at New York City on October 26 on the S.S. *Exorchorda* from Lisbon. He was joined by Mrs. Nielsen, who has been in the United States for several months. He planned to spend the greater part of his leave at Cove Farm, Mackall, Maryland, where Mrs. Nielsen has been staying with their two children.

Willard L. Beaulac, Counselor at Habana, served on a detail in the Division of the American Republics from October 31 until November 15 and planned to have left shortly afterward for his post. Prior to coming to Washington he spent leave at his home in Pawtucket, Rhode Island.

Avra M. Warren, Chief of the Visa Division, and Laurence C. Frank, executive assistant in the office of Assistant Secretary Long, arrived at New York City on November 8 on the Atlantic Clipper from Lisbon at the conclusion of an official visit to diplomatic and consular offices in several European countries.

James B. Young, Consul General at Lisbon, also arrived at New York on the same journey of the Atlantic Clipper and began home leave.

Leslie W. Johnson, formerly Vice Consul and Third Secretary at La Paz and who latterly has been assigned to the Department, returned to Washington on October 19 at the conclusion of an extended sick leave and home leave spent at his home in Minneapolis. He planned to have sailed with Mrs. Johnson from New York on November 15 on the S.S. *Brazil* for his new post as Vice Consul at Buenos Aires.

Montgomery H. Colladay, Consul at Winnipeg, spent part of October in Washington at the conclusion of leave taken following his arrival from his last post at Tallinn, and then left in early November for Winnipeg accompanied by Mrs. Colladay and their three daughters, Jean and Joan, nine-year-old twins, and Diana, three years old.

John Hubner, II, Vice Consul at Sao Paulo, visited the Department for several days beginning on October 17 following his arrival three days earlier at New York City on the S.S. *Uruguay* from Rio. He planned to spend the greater part of his home leave at his home in Baltimore and to visit Washington occasionally.

Walter S. Reineck, Consul at Vancouver, accompanied by Mrs. Reineck, visited the Department for

several days beginning on October 18 upon their arrival by car from Vancouver on leave.

Harvey Lee Milbourne, Consul at Windsor, visited Washington on October 20 while on leave.

Louis B. Mazzeo, until recently Vice Consul at La Guaira, visited Washington during part of September and October and left with Mrs. Mazzeo to visit relatives at Marfa, Texas, en route to his new post as Vice Consul at Mexico City.

John K. Davis, until recently Consul General at Dublin following his service as Consul General at Warsaw during the German-Polish hostilities, has been on duty in the Office of Philippine Affairs since October 5 following a period of consultation in the Department beginning on September 25 when he concluded home leave. On arriving from Dublin he joined Mrs. Davis, who had succeeded in leaving Warsaw only a few days before the outbreak of the war, and together they visited relatives in Vancouver and in California.

Frederic William Wile, in his regular column, "Washington Observations," appearing in *The Washington Star*, made the following comment on October 30 with reference to the embassies at London, Vichy, Berlin and Rome: "All four of those embassies are temporarily in command of *chargés d'affaires*. We have had no ambassador in the Reich for two years, and our envoys to Britain, Italy and France are now in the United States on leave, or for 'consultation.' The situation provides unusual opportunities for our younger professional diplomats, of counselor or secretarial rank. These junior members of the foreign service have given a conspicuously good account of themselves during the European war. High tribute to the efficiency and zeal of the career rank and file was paid by Secretary Hull during his appearance last winter before committees of Congress dealing with the State Department budget. Non-career diplomats, or 'political appointees,' as they're called, notably Mrs. J. Borden Harriman, Minister to Norway, acquitted themselves well, too, in hours of crisis calling for vigilance and wise decisions during the past 14 months 'over there.'"

The paragraph was illustrated by a cartoon depicting a grim-looking figure in morning coat and steel helmet, with a label "Career Diplomat," holding an American flag while bombs burst in the background.

The Foreign Service Association resumed its usual weekly luncheons on October 31 and announced that it will hold them henceforth at 1 P. M. each Thursday at the Army and Navy Club. The entertainment committee is composed of Glenn A. Abbey, J. Bartlett Richards and Edward T. Wailes, who are on duty in the Department.

News From the Field

FIELD CORRESPONDENTS

ACKERSON, GARRET G., JR.—*Rumania, Hungary*
 ACY, ROBERT A.—*Union of South Africa*
 BARNES, WILLIAM—*Argentina, Uruguay, Paraguay*
 BECK, WILLIAM H.—*Bermuda*
 BOHLEN, CHARLES E.—*U.S.S.R.*
 BUTLER, GEORGE—*Peru*
 BYINGTON, HOMER, JR.—*Yugoslavia*
 CRAIN, EARL T.—*Spain*
 FERRIS, WALTON C.—*Great Britain*
 FULLER, GEORGE G.—*Central Canada*
 GROTH, EDWARD M.—*India*
 HICKOK, THOMAS A.—*Philippines*
 ROBINSON, THOMAS H.—*British Columbia*
 KUNIHOLM, BERTEL E.—*Iceland*

LANCASTER, NATHANIEL, JR.—*Portuguese East Africa*
 LATIMER, FREDERICK P., JR.—*Turkey*
 LEWIS, CHARLES W., JR.—*Central America*
 LIPPINCOTT, AUBREY E.—*Palestine, Syria, Lebanon, Iraq*
 LYON, CECIL B.—*Chile*
 MCGREGOR, ROBERT G., JR.—*Mexico*
 MALEADY, THOMAS J.—*Colombia*
 PLITT, EDWIN A.—*France*
 PRESTON, AUSTIN R.—*Norway and Sweden*
 REAMS, R. BORDEN—*Denmark*
 SCHULER, FRANK A., JR.—*Tokyo area*
 SIMMONS, JOHN FARR—*Eastern Canada*
 SMITH, E. TALBOT—*Nairobi area, Kenya*
 WILLIAMS, PHILIP P.—*Brazil*

American Embassy, Berlin—*Germany*
 American Consulate, Yokohama—*Yokohama area*

NAIROBI

August 7, 1940.

Nairobi has already had four air raid warnings, has a well organized A. R. P. outfit, 18 alleyways have had sand bag barricades at each end, each such shelter large enough to hold 60 to 100 people, ten large trenches have been built in town, to accommodate 2,500 people, and five of the largest buildings have been designated public air raid shelters. All plate glass windows have been reinforced with tape, sirens have been installed all about town and in the residential district, for use in giving an air raid warning, and in general, we are at the "Ready." Parashots have been organized to give the proper reception to parachute troops, road barricades are ready at the main entrances of the town, town



Entrance to Memorial Hall, seat of Legislative Council, Nairobi.

schools have been moved up country, and even the Government offices are putting on war pressure by working until 4.30 p.m. instead of 4.00! It should in justice be added that many work late into the night. The young man in mufti is a rare sight, and at Torr's usual Saturday evening dance recently, of the several hundred on the floor, I saw only two not in khaki. This situation has really developed on such a large and serious scale only since Italy's entrance into the war.

E. TALBOT SMITH.

HAMILTON, BERMUDA

November 10, 1940

Recent transit visitors to Bermuda en route from Lisbon to the United States:

October 27: *Atlantic Clipper*—

The Honorable Joseph P. Kennedy.

November 5: *SS Excambion*,
American Export Lines—
Garret G. Ackerson, Jr., Le-
gation, Budapest.

William W. Butterworth, Jr.,
Embassy, London.

Joel C. Hudson, Embassy,
Berlin.

Henry P. Leverich, Embas-
sy, Berlin.

November 8: *Dixie Clipper*—
Avra M. Warren, Consul
General; Foreign Service In-
spector.

Laurence C. Frank, Depart-
ment of State.

James B. Young, Consul
General, Lisbon.

Wainwright Abbott, Consul,
Hamburg.

WILLIAM H. BECK.

VANCOUVER

Vancouver in the summer is always a delightful place to visit, and the summer of 1940 brought the usual number of enjoyable visits from members and former members of the Service. Both Consul General John K. Davis and Consul General Ernest L. Harris who is now on the retired list, have family ties in Vancouver, and their arrival with their wives is in the nature of a return to a second home. Former Consul Samuel S. Dickson and Consul A. Bland Calder of Shanghai have also paid short visits to Vancouver during recent months. The social activities of the staff were further brightened by numerous visits by the families of staff members. The most interesting of these was the visit of Mrs. H. S. Josselyn, mother of the Consul General. Such a visit with her son has not been possible since 1925 when Mr. Josselyn was stationed in Peking.

The pressure of immigration work has caused several changes and additions to the staff of the Consulate General. Consul and Mrs. Walter S. Reinck departed early in September on home leave.

DECEMBER, 1940



Kristiansund in flames, photographed during the height of the aerial bombardment, by Consul Austin R. Preston.

Vice Consul and Mrs. Tom Cory have recently returned from a detail of three months at Trail in eastern British Columbia, where there was a temporary Consulate established during the summer rush. Vice Consul and Mrs. Gus Owen were also away for five weeks on a visa detail in various cities in Alberta and eastern British Columbia. Recent welcome additions to the staff are student Vice Consuls Bob Rossow, Dick Gnade, and Harry Schwartz.

THOMAS H. ROBINSON.

(Continued on page 694)



THE AMERICAN CONSULATE AT ROTTERDAM

Devastated on May 14, 1940. Ruins stretch approximately between the electric light pole and the first tree; walls of destroyed church in the background. Courtesy of J. J. Bysterveld, Clerk at Rotterdam.

The Bookshelf

J. RIVES CHILDS, *Review Editor*

CLIPPERS AND CONSULS: AMERICAN CONSULAR AND COMMERCIAL RELATIONS WITH EASTERN ASIA, 1845-1860, by Eldon Griffin, Ann Arbor: Edwards Brothers, 1938, pp. xxii, 533. \$10.00.

This study of American consular and commercial history in the Far East during the years 1845-1860 treats of a period notable for the activity of various forces which had a profound influence in giving shape and character in later years to that infinitely vast and complex sphere of relationships expressed in the phrase "Far Eastern Policies." During this period, which followed the xenophobia generated by the first Opium war, and by the clash between Occidental aggressiveness and Oriental conservatism, our commercial contacts with China and Japan achieved coherence and formal expression in those basic treaties of commerce and navigation to which every practical student of Far Eastern policies must advert. These short years witnessed the establishment of international settlements, the opening of Japanese and Chinese treaty ports to foreign trade, and the first fruits of the devotion of Townsend Harris. For the Americans it was a period of spirited adventure and rewards as well as hardship and isolation. These problems in all their complexity the author of this volume has sensed. He has plowed and harrowed for us the vast literature sprung of those days—a task the magnitude of which must call forth admiration for the courage which would envisage it on so detailed a scale as has been attempted. The author has attempted to catch for us the spirit which gave an impetus to the movement of world commerce and enterprise into the Orient amidst dangers and obstacles. The Foreign Service officer of today will take a vivid interest in the activities and demands of an earlier and more robust day as here recounted—of the patient Harris who must needs beg credit from local merchants pending the arrival of a long forgotten salary and who had two years to wait after having been dropped on the shores of Japan from an American Naval vessel before receiving his first instruction from the Department; of the generosity of an American trading firm which built "as a refuge for the American consul" at Shanghai a shack "off an alley in a swamp at the edge of the community"; of the "linguistic mendicancy" of early consular officers, constrained as they were by lack of appropriations to beg for interpreters' services from trading firms, missionaries, and from consuls of other nationalities; of the threats to American

private and consular property; of the wearisome toils of currency and exchange difficulties; and of duplicity and avarice which frustrated attempts to stamp out the coolie trade.

And yet, one could almost have wished that the author had shared the experience of Carlyle with his manuscript of the *French Revolution* that he might thereby have been released from the confusion of detail imposed by the ponderous mass of documents, and had been free to reconstruct for us "flamingly from the heart" the spirit and magic of that earlier period.

Such a mass of materials has also induced the defect of over-classification at the expense of organization. This criticism may perhaps find its verification in the suggestion that the last third of the treatise which deals with the evolution of the ports of China, Japan and Siberia is distinctly more readable and of more practical value to the student of the period. Here there has been no attempt at division into rubrics and categories and the processes of evolution of those localities are given expression.

Had the author been freed from this immense supply of data, he might then have perhaps spared the reader the importunities of a style weighted with prolixity of detail and, yet, which at times, perhaps from sheer fatigue, causes him to loosen his grip on realities and to wander into many such perplexing generalities as the following comment on consular officers: "Aside from personal qualities and views, many officers shared collectively certain attitudes reflecting national sentiment, and, occasionally, large sectional viewpoints or class feelings. A novel scene for the historian's study of features of American political, social, and intellectual evolution is supplied by the consular ports, where an abnormal or clinical situation exhibited sharply some of the characteristic elements of normal life in the United States." (Page 231.)

The author repeatedly advances the thesis that the regulation of commercial relations by means of treaties and the concomitant regime of extraterritoriality constituted a fundamental error (pages 133, 184, 351). He suggests that American trade in the Far East was at its best in informal non-treaty situations, and that the introduction of rigid treaties was premature (page 351). He ascribes this situation in part to the conflict of dissimilar economic systems at Far Eastern ports and to the difficulty of fitting an existing commerce with the pattern of the

Western treaty system. The author might have added that the wide gap between Occidental and Oriental legal concepts, especially in regard to the binding character of contracts, has been a constant source of misunderstanding and uncertainty.

The volume is replete with recitals of cupidity and frustration; of conflicts and jealousies between American and foreign consuls, between American consuls and naval officers, and between consuls and merchants; of inadequacy, quantitatively and qualitatively, of consular personnel; of administrative harrassments, of insolent flouting of American dignity and of the servility of American interests to those of foreign nations. "The American position," he asserts, "was further weakened by a type of moral compromise which was almost inevitable—a willingness to profit from the advantages won by powers more actively military. To put the matter extremely, Americans ordinarily did not overtly take part in the raid, but they could hardly avoid sharing the booty."

The author dwells pessimistically upon the unfavorable circumstances of the period: "A notable example was the difficulty of official communication with local authorities, created by lack of adequate provision for translation. This deficiency was more than a temporary inconvenience in routine and seriously damaged individual and national interests. It gave evidence of a national misunderstanding of foreign conditions amounting almost to cultural illiteracy" (page 350). The author does not, however, indicate his opinion as to whether or not the ultimate influence of this troubled period was for the good of the American Foreign Service. Adopting even the assumption of constant conflict and frustration, is not the reader entitled to learn the ultimate results and influences of such a period of turmoil? Might it not be assumed that the very perplexities and difficulties of that epoch had necessitated an integration and modernization of the Foreign Service and that there is a certain causal connection between the troubles of the 1850's and the promulgation of the Act of August 18, 1856, "to regulate the diplomatic and consular systems of the United States" which laid for half a century the basis of our Foreign Service?

JOSEPH W. BALLANTINE.

THE AMERICAN CHOICE, by Henry A. Wallace, Reynal and Hitchcock, N. Y., 1940, pp. 143. \$1.50.

For a number of years, Mr. Wallace has been

known as the most studious member of the cabinet and the one whose grasp of economic and sociological problems has found most frequent expression in print. The present work, "The American Choice" may be considered as the answer to the question the author posed in his earlier work, "America Must Choose." The answer, like all Mr. Wallace's considered expressions, is forthright, earnest, and objective. The last quality, it is true, is clouded in two or three places by the exigencies of the political campaign in which he was engaged when he wrote the book. Even the rare purple passages, however, so obviously arise from profound and passionate convictions rather than from partisan politics that they may easily be overlooked.

The book, which is published in the pamphlet format popularized by the "American White Paper," begins with an exposition of the aims of the Nazi leaders as revealed by both their words and their deeds and continues with an analysis of the problem of defense with which these aims and the menace of their imminent realization confronts

America. After a brief preliminary description of our military preparations, Mr. Wallace devotes the balance of the work to an explanation of his belief that our defense depends in the last analysis not only, or even primarily, on weapons, but also on a series

of more basic factors: a healthy and vigorous people enjoying equality of opportunity; national resources conserved and developed by Government and citizens acting together; hemispheric unity and hemispheric commercial cooperation; and a national economy which is sufficiently organized and sufficiently independent to prevent its being undermined, dislocated, and ultimately made the vehicle of political conquest by a Germany dominant in Europe and Africa.

It is comforting to know that this country will have as a vice president a man who has deeply pondered these problems and who for seven years has been confronting them patiently and unostentatiously in those fields which lay within his competence.

CHARLES W. YOST.

CHRONOLOGY OF FAILURE, by Hamilton Fish Armstrong, Macmillan, New York, pp. 202. \$1.50.

The first nine chapters of this work represent a matter-of-fact recital of events in Europe from May 10th of this year to July 14th, that incredible period of two months which witnessed the invasion

(Continued on page 712)

Alaska Recaptures the Headlines

By DAVID D. REX

ALL tales from the Land of the Midnight Sun, of gold lodes, glaciers and the Yukon almost overnight have given way to reports of gigantic defense airbases at Anchorage, Fairbanks, Kodiak Island, Dutch Harbor and Sitka.

In little more time than it takes an Eskimo to say "Mukluk," the Territory of Alaska has been stripped of the mythical ice-and-snow burden which has kept it virtually buried for 72 years. The area at the top of the world, for which we paid Russia \$7,200,000 in 1867, appears to be coming into its own and to have attracted the attention of the civilian and the military populations in the United States proper.

Today, United States legislators are acutely aware that Russia's Cape Unikin is only 120 miles from Tin City, Alaska; that Russia's East Cape is but 57 miles from Alaska's Cape Prince of Wales; that Russia's Big Diomed Island is but three miles across Bering Strait from America's Little Diomed Island, snuggled against the coast of Alaska; that Japan's Paramoshiri Island lies only about 750 miles from the Aleutian Islands.

In addition, the flesh-and-blood characteristics of the Territory are coming to be known. Farmers in Kansas and Iowa are learning that Alaska's cabbages are bigger. Washingtonians are realizing that Juneau's winter temperature often is milder. Fishermen in Maine and Michigan are dreaming of Alaska's salmon.

The reasons for this increased knowledge are twofold: first, the large defense program now underway in Alaska, and, secondly, the increased interest in developing and settling the Territory.

On May 16, 1940, President Roosevelt stated in his message to the Congress on national defense that "Alaska, with a white population of only 30,000 people, is within four or five hours of flying distance to Vancouver, Seattle, Tacoma, and Portland."

A few years ago the late General William Mitchell testified before the House Military Affairs Committee that Alaska is almost the most important strategic region in the world.

Recently, Vilhjalmur Stefansson, Arctic explorer, who was commissioned by the War Department to make a survey of defense conditions in Alaska, outlined dramatically his findings before a Senate committee:

"Our northern country is particularly susceptible to invasion by mechanized armies. . .

"Where the subsoil is frozen—and where, by the way, you can have excellent crops—there you have no underground drainage. Where the country is flat or rolling, 60 per cent is covered with lakes. And many of these are connected by sluggish streams.

"In the summertime a mechanized army can make no progress across that terrain because of the swamp and mud between the lakes. But when the freeze-up comes, then every lake is as hard and level as an airplane landing field. When the ice is 10 inches thick, which will occur within three weeks of the freeze-up, the ice on all these lakes and streams will support the heaviest mechanized artillery. . .

"The invasion would start presumably just before the freeze-up, as a surprise invasion. Large numbers of troops could be landed in Alaska before we could do anything about it; and by the time we tried to do anything about it, the freeze-up would have come and our Navy could not enter certain portions of the Bering Sea.

"Such an army could then advance very rapidly after the freeze-up by having planes scouting above and directing the army by telephone, telling them how the lakes weave about. In case there is no connecting river between the lakes, then a troop of axmen, chopping the trees level with the hard frozen soil, could rapidly make a good road across that isthmus to the next lake.

"On the other hand, such a terrain is perhaps the easiest in the world to defend if you have an adequate force. This would not have to be nearly as big as the invading force to maintain a successful defense, because the evergreen forest comes down to the shore on almost every lake and defense guns can be camouflaged and mounted so low that they shoot almost parallel to the ice."

In this Territory, which has been described as pregnable by these various experts, the only military defense facility had been a garrison of about 300 soldiers at the Chilkoot barracks near Skagway, not far from Juneau, the capital.

Following Stefansson's report to the Army, the Hephburn Naval Board report, and other studies, a program for construction of military air bases was begun. Today, it is well under way. Almost

\$150,000,000 has been appropriated to date. Army bases, including flying fields, are now being constructed at Anchorage and Fairbanks. One thousand soldiers have been sent to these places and three thousand more will soon follow. The Governor of Alaska, Ernest Gruening, has predicted that 12,000 will be there within the next year or two.

Navy bases are being constructed on Kodiak Island near the Kenai Peninsula, at Dutch Harbor on Unalaska Island near the Alaska Peninsula, and at Sitka in southeastern Alaska.

Less spectacular, but also important in the defense picture is the recent entrance of Pan-American Airways with a regular weekly flight from Seattle to Juneau. Although this is the first time that Alaska has been linked by air with the United States proper, the Territory has long been air-minded, with approximately 175 planes serving the 72,000 population, more per capita than in any other area in the world.

Even before the military program in Alaska, public opinion which had built up after the purchase of "Seward's Folly" gradually was changing.

Credit for the public enlightenment must go in large measure to the Department of the Interior which, about a year ago, proposed a plan for development and colonization of the Territory. This plan was later embodied in a bill which was introduced in the Congress.

Major features of the bill provide for the organization of public-purpose corporations having a capital stock of at least \$10,000,000 each, by ten or more citizens of the United States; the employment by these corporations of American citizens and immigrants, with preferences to the former; a revision of present immigration regulations as they apply to the Territory of Alaska, and strict governmental supervision of the entire undertaking.

When originally put forth, the development plan received one of the most comprehensive endorsements of any major, far-reaching national development ever proposed in the peace-time history of the United States. Practically every large newspaper in the country covered it in news stories and, in addition, within six months after its proposal, it was

SALMON CANNERY along Alaskan coast. Canned salmon accounts for about fifty per cent of Alaska's exports to the United States proper, being valued at around \$40,000,000 annually.

MAIN STREET in Ketchikan is crowded with citizens on the day the boat arrives with mail and passengers from "outside."

Photos by Highton



the subject of editorials in 338 newspapers, 84½ per cent of which expressed approval, seven per cent of which were non-committal, and only eight per cent of which were disapproving. Mail correspondence in the same period showed less than one-half per cent critical.

While continental reaction was overwhelmingly favorable, certain groups in Alaska voiced objection, claiming that Alaska should not be singled out for special legislation which would allow groups of American citizens and immigrants from Europe to settle there.

Pointing out that Alaska constantly requests and receives special legislation because of its special problems unlike those in the United States proper, Secretary of the Interior Ickes said: "Much of this opposition . . . is . . . from a handful of Alaska's 30,000 white population which feels that its monopoly of Alaskan resources would be threatened by an increased population."

On the other hand, four of Alaska's Chambers of Commerce, those in Seward, Cordova, Skagway and Petersburg, expressed belief in the feasibility of the plan and offered every cooperation.

The Department of the Interior's assumption that Alaska should be developed is based on several premises. Whether in accordance with the terms of the bill, or by some other method, it is believed that settling the Territory would strengthen and broaden its economy; that there would be provided a new market for goods from the United States proper; and that an increased population and the development of means of transportation and communication that it would demand and make possible, would simplify greatly the problem of Alaska defense.

Today Alaska, which is one-fifth the size of the United States proper, contains but one person for every ten square miles, in contrast to 41.3 to every square mile in the United States, 197 in France, 363 in Germany, 355 in Italy, 685 in Great Britain, and 375 in Japan. According to the 1940 census, of the estimated total population of 72,000, less than 50 per cent are white. Without additional settlement in the Territory, it is possible that the white population will decline even farther because of its unusual composition: of the whites in Alaska, the greater percentage is male, an unusual fraction of whom are in the upper age brackets. This abnormal condition is in great part a result of the Gold Rush days, which left in their wake a residue of sourdoughs.

It has been pointed out that Sweden, Norway and Finland, lying in the same latitude as Alaska and subject to fairly similar conditions, have a population density of 39.6, 22.59, and 27.3 persons per square mile, respectively. The area of Alaska is

three times that of Sweden and four times that of Finland, and its resources generally are far more substantial than either of those countries. The Delegate from Alaska, Anthony Diamond, has estimated that the Territory is capable of supporting in comfort a population of several millions.

Contrary to popular belief, the winter climate of many areas in Alaska is not formidable. Dr. Alfred H. Brooks, first head of the Alaska Branch of the Geological Survey, once commented that:

"Had the Pilgrim Fathers settled at Sitka, Alaska, instead of at Plymouth, they would have found milder climate, better soil and timber, and more game, furs, and fish. Indeed, pioneer life in southeastern Alaska was so much easier than that on the New England coast, the question might seriously be raised whether the hardy enterprise of Puritan stock would have been developed under these more favorable conditions."

In southeastern Alaska, the so-called Panhandle, the mean temperature for the coldest month, January, at Sitka, is 32.2 degrees Fahrenheit, which compares favorably with the mean temperature for the same month for Denver, Chicago, Des Moines, Boston and other cities. The Kenai Peninsula, which is warmed by the Japanese Current, has a climate less severe than Northern Minnesota, Montana and New York.

It is estimated that in addition to lands suitable for grazing, the Territory contains approximately 65,000 square miles of tillable land which can be made available for agriculture.

That Alaska has extensive mineral resources which have scarcely been tapped is denied by no one at all familiar with the geology of the Territory. Besides the well-known reserves of gold, copper, and coal, it has been reported by the Geological Survey that at one time or another many other minerals have been produced in quantities large enough to have more than local significance, some of which have been the basis of profitable mining industries. These include silver, lead, platinum metals, tin, iron, quicksilver, nickel, chromium and others.

At the present time, southeastern Alaska seems to offer the best opportunity for industrial expansion. It has dense forests and the volume of standing timber, primarily valuable as raw material for wood pulp and paper manufacture, is estimated to be 78.5 billion board feet. It has been estimated that the timberlands in this region can produce approximately 1,000,000 tons of newsprint paper annually in perpetuity, approximately one fourth of the total consumption of the United States.

In contrast to the salmon industry, the processing

(Continued on page 707)

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Foreign Service Changes

The following changes have occurred in the Foreign Service since October 12, 1940:

Irving N. Linnell of Boston, Massachusetts, now serving in the Department of State, has been assigned American Consul General at Yokohama, Japan.

Robert B. Macatee of Front Royal, Virginia, American Consul at Belgrade, Yugoslavia, has been designated First Secretary of the American Legation at Belgrade, Yugoslavia, and will serve in dual capacity.

Karl L. Rankin of New York, Commercial Attaché at Belgrade, Yugoslavia, has been assigned American Consul at Belgrade, Yugoslavia, and will serve in dual capacity.

James C. H. Bonbright of Rochester, New York, Second Secretary of the American Legation at Belgrade, Yugoslavia, has been assigned American Consul at Belgrade, Yugoslavia, and will serve in dual capacity.

T. Muldrup Forsyth of Esmont, Virginia, American Vice Consul at Cartagena, Colombia, has been assigned American Consul at Cartagena, Colombia.

Walter J. Linthicum of Baltimore, Maryland, American Vice Consul at Pernambuco, Brazil, has been assigned American Consul at Pernambuco, Brazil.

Patrick Mallon of Cincinnati, Ohio, American Vice Consul at Leopoldville, Belgian Congo, has been assigned American Consul at Leopoldville, Belgian Congo.

Maurice Pasquet of New York, New York, American Vice Consul at St. Pierre-Miquelon, has been assigned American Consul at St. Pierre-Miquelon.

Edward E. Rice of Milwaukee, Wisconsin, American Vice Consul at Foochow, China, has been assigned Consul at Foochow, China.

Wales W. Signor of Ypsilanti, Michigan, American Vice Consul at Merida, Mexico, has been assigned American Consul at Merida, Mexico.

Clare H. Timberlake of Jackson, Michigan, American Vice Consul at Aden, Arabia, has been assigned American Consul at Aden, Arabia.

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

The assignment of Herbert P. Fales of Pasadena, California, as American Vice Consul at Tokyo, Japan, has been canceled. Mr. Fales has now been assigned for duty in the Department of State.

The American Consulate General at Prague, Bohemia, was closed on October 14, 1940.

Non-Career

James E. Callahan of Allston, Massachusetts, American Vice Consul at London, England, has been appointed American Vice Consul at Cork, Ireland.

Carroll C. Parry of St. Joseph, Missouri, American Vice Consul at Prague, Bohemia, has been appointed American Vice Consul at Vienna, Germany.

Walter W. Wiley of Salisbury, North Carolina, American Clerk at Marseille, France, has been appointed American Vice Consul at Marseille, France.

Joseph A. Frisz of Terre Haute, Indiana, American Clerk at Santiago, Chile, has been appointed American Vice Consul at Santiago, Chile.

Wendell S. Howard of Uniontown, Pennsylvania, American Clerk at Berlin, Germany, has been appointed American Vice Consul at Berlin, Germany.

Dee G. Davis of Santa Paula, California, American Clerk at Nagasaki, Japan, has been appointed American Vice Consul at Nagasaki, Japan.

The following changes have occurred in the Foreign Service since October 26 1940:

Howard Bucknell, Jr., of Atlanta, Georgia, Counselor of the American Embassy and American Consul General at Madrid, Spain, has been assigned for duty in the Department of State.



Service Glimpses



Right: James Otis Richards, age 6 mos., keeps up with news of the Foreign Service during the assignment of his father, J. Bartlett Richards, to the office of Philippine Affairs.



Left: Birthday gift for James E. Henderson presented by Eliot Palmer, who dressed in full Arab regalia for the occasion. The head, which is the work of Sergeant Vanlaten of the French Army in Syrin, was included in the 1940 art exhibit in Beirut.



Right: Charles Pack, Clerk in the Consulate at Southampton since 1903, photographed in his uniform as Deputy Section Leader in the Local Defense Volunteers, now known as the Home Guard. The two stripes he has been awarded do not show up in the picture.



Left: Mr. and Mrs. Gerald Drew and their three daughters photographed by Mrs. Willim Dawson upon the Dawsons' recent trip to Ecuador when the Ambassador had been sent to Quito as Special Ambassador for the inauguration of President Arroyo del Rio.



Messrs. Coulter, Shaughnessy and Blocker stopped at Langtry to see this historical spot of the days of the wild west. Bill snapped Eliot and Ed standing on the porch of Judge Bean's famous house. It is from the life of Roy Bean that the picture "The Westerner" was made.



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Joseph Flack of Doylestown, Pennsylvania, now serving in the Department of State, has been designated Counselor of the American Embassy and American Consul General at Madrid, Spain.

William E. DeCourcy of Amarillo, Texas, American Consul at Naples, Italy, has been assigned for duty in the Department of State.

William E. Flournoy, Jr., of Portsmouth, Virginia, Third Secretary of the American Legation and American Consul at Managua, Nicaragua, has been designated Second Secretary of the American Legation and American Consul at Managua, Nicaragua, and will serve in dual capacity.

C. Burke Elbrick of Louisville, Kentucky, Third Secretary of the American Embassy to Poland, has been assigned American Vice Consul at Lisbon.

Harry M. Donaldson of West Newton, Pennsylvania, American Vice Consul, formerly assigned to Havre, France, has been assigned American Vice Consul at Lisbon, Portugal.

Non-Career

Louis B. Mazzeo of Washington, District of Columbia, American Vice Consul at La Guaira, Venezuela, has been appointed American Vice Consul at Mexico City, Mexico.

Reinhard W. Lamprecht of Chicago, Illinois, American Vice Consul, formerly assigned to Cherbourg, France, has been appointed American Vice Consul at Lisbon, Portugal.

The following changes have occurred in the Foreign Service since November 2, 1940:

Richard F. Boyce of Lansing, Michigan, American Consul at Yokohama, Japan, has been assigned American Consul at Lima, Peru.

The assignment of Gordon H. Mattison of Wooster, Ohio, as American Vice Consul at Madras, India, has been cancelled. Mr. Mattison will remain at Baghdad, Iraq, as Third Secretary of the American Legation and American Vice Consul.

Leslie W. Johnson of Minneapolis, Minnesota, assigned to the Department of State, has been assigned American Vice Consul at Buenos Aires, Argentina.

Milton Patterson Thompson of Chattanooga, Tennessee, American Vice Consul at Santiago de Cuba, Cuba, has been assigned American Vice Consul at Habana, Cuba.

Norval Richardson of Mississippi, former Secretary of the American Legation at Lisbon, Portugal, died in Paget, Bermuda, October 22, 1940.

Non-Career

William B. Douglass, Jr., of Washington, D. C., American Vice Consul at Gibraltar, has been appointed American Vice Consul at Horta, the Azores, where a Consulate will be established.

George L. Tolman of Denver, Colorado, American Vice Consul at Toronto, Ontario, Canada, has been appointed American Vice Consul at Edmonton, Alberta, Canada.

The appointment of Foster H. Kreis of Minnesota, as American Vice Consul at Horta, the Azores, has been cancelled. Mr. Kreis will remain at Funchal, Madeira, as American Vice Consul.

Christian K. Nielsen has been appointed American Consular Agent at Freetown, Sierra Leona, British West Africa, where an American Consular Agency will be established January 1, 1941.

The following recent appointments to offices in the Department have been made by the Secretary of State:

Mr. Paul T. Meyer has been appointed Assistant Chief of the Division of Commercial Affairs, effective June 24.

Mr. John W. Perkins was designated Assistant Chief of the Translating Bureau on July 12.

Mr. Guillermo A. Suro was designated Acting Chief of the Central Translating Office on August 9. Mr. Arturo Morales was designated Acting Assistant Chief of the same office on October 2.

Mr. Edward G. Trueblood, a Foreign Service Officer of Class VI, was designated Assistant Chief of the Division of Cultural Relations on August 15.

Mr. Orne Wilson, a Foreign Service Officer of Class II, was designated Liaison Officer on September 17, to have charge under the Under Secretary of the Liaison Office.

Mr. Leroy D. Stinebower was on September 19 appointed Assistant Adviser on International Economic Affairs, effective from July 16.

Mr. James Hugh Keeley, Jr., a Foreign Service Officer of Class III, was designated Assistant Administrative Officer of the Special Division on October 11, effective from October 1.

Mr. Paul C. Daniels, a Foreign Service Officer of Class V, was designated an Assistant Chief of the Division of American Republics on September 19, effective the following day.

Mr. Emilio G. Collado was appointed an Assistant Chief of the same Division on October 19, effective from October 16.

Mr. Walter A. Adams, a Foreign Service Officer of Class I, has been designated as Assistant Chief of the Division of Far Eastern Affairs, effective Nov. 7.

Mr. Clark L. Willard was designated on October 23 to serve as Acting Assistant Chief of the Division of International Conferences at such times as the Assistant Chief is absent from the Division.

Mr. Dorsey Cassaway Fisher, a Foreign Service Officer of Class VII, was designated on November 4 Acting Assistant Chief of the Division of Current Information, effective as of October 2.



Two Under a Hat, Market-bound in Singapore. Photographed for THE GEOGRAPHIC by J. Baylor Roberts.

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NEWS FROM THE FIELD

(Continued from page 683)

The following is an extract from a recent letter from the JOURNAL's London correspondent.

LONDON

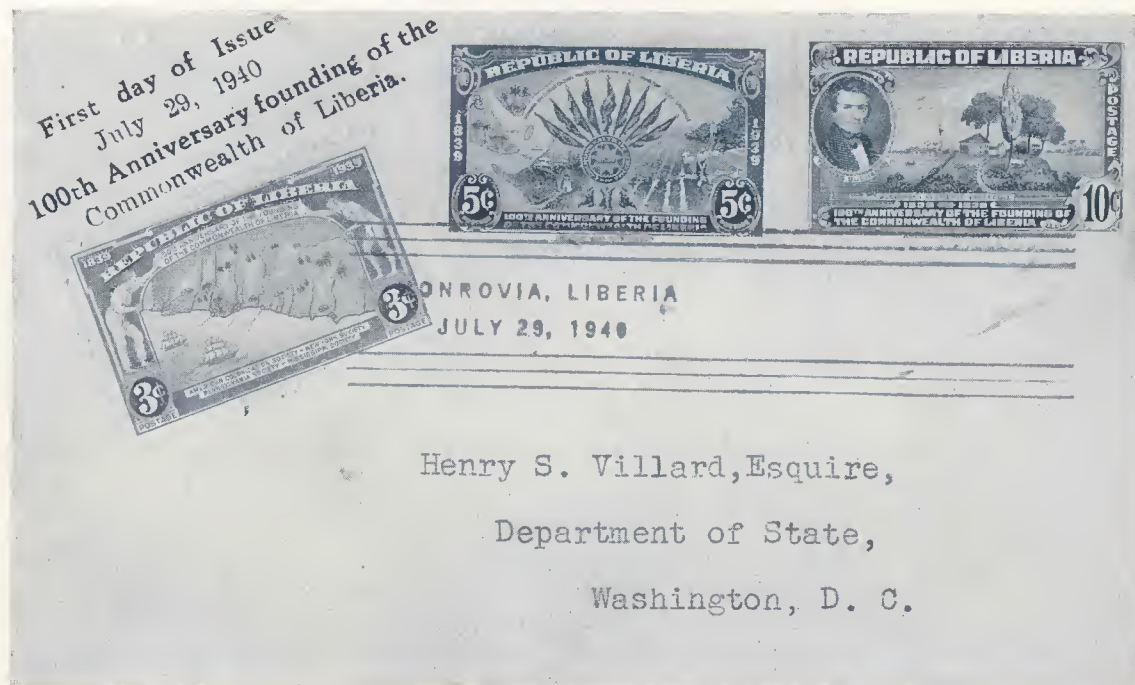
September 8, 1940, 9:15 A. M.

The archives should contain a brief note of what I saw and heard during last night's battle of London.

I was on duty in the Embassy from 7 until 9 this morning, except for half an hour having dinner at the Connaught Hotel, a block away. While dinner was being served the second warning was heard, and soon afterwards there was anti-aircraft fire and distant bomb reports while the waiters kept on serving with outward unconcern. Then I went back to the Embassy for the beginning of one of the most memorable nights in my recollection.

Early in the evening I went up onto the roof of this building and confirmed reports that a huge fire had been started south of the Thames. It seemed to be only three or four miles away, but was probably farther, and sent a pillar of smoke a mile or so high into the sky for a width of perhaps two miles. The smoke was only tinged with red at the base in daylight, but when I went up for another look later fire was visible to a considerable height. There were also two other fires blazing merrily in the same general southeast direction, and the scene may be truly described as "unforgettable." My porch was high enough to oversee nearly all of the London westend, with vision into the eastend, where the chief trouble lay. Far to the west a blood red half-moon lay low on the horizon. At midnight the light of the fires made a perfect silhouette of the rooflines of all that part of London, as well as tinting the sky pink-red in that half of the heavens. Three large flags floated eerily from towers outlined against the blaze, this being the most impressive single detail. In the early hours of the morning many single bombers could be heard overhead. Long searchlight fingers groped for them across the heavens and there could be heard occasional anti-aircraft fire as one was momentarily found. (Largely a futile search, in the dark, however). These planes flew back and forth over most of London, sometimes returning to the fires to drop more bombs. When that happened we saw flashes of white light, and then about a minute later, deep "booms." There was the war before our eyes in far more spectacular form than most people see it. To us it was only a theatrical spectacle; it required an effort of the imagination to think that each thud meant death and destruction somewhere. Sleep in the Embassy was scarce that night, and most people were in the shelter. . . .

WALTON FERRIS.



First Day Cover celebrating the 100th Anniversary founding of the Commonwealth of Liberia. July 29, 1940.



American Legation, Cairo.

CAIRO

CONSOLIDATION OF THE FOREIGN SERVICE ESTABLISHMENTS IN CAIRO

The attached photograph, taken by Mrs. Leila F. Wilson, shows the combined quarters occupied on February 23, 1940, by the three American Foreign Service establishments in Cairo, the Legation, Consulate, and the Office of the Commercial Attaché, which had previously maintained separate offices.

Further consolidation was effected March 27, 1940, with the merging of the Consulate with the Legation, of which it became the Consular Section. The Consulate at Cairo, which up to 1922 was a part of the former Diplomatic Agency and Consulate General, had been established as a separate office in that year, upon the appointment of the first American Minister to Egypt.

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Legation Chancery and Consular Section were on May 22, 1940, given dual commissions.

The Legation building, which is leased, is located at 24 Sharia Nabatat, Garden City, Cairo, around the corner from the British Embassy, and comprises four floors with two apartments on each floor. There is thus ample accommodation for the Minister's offices, Legation Chancery, Consular Section and Commercial Section, as well as for storage space, archives, etc.

The photograph also shows one of the armed guards who under orders of the Egyptian Government are now on duty before all diplomatic missions in Cairo.

EVAN M. WILSON.

THE GERMANS CHASE US OUT OF NORWAY

By ESTON KELSEY

*(As dictated to Fourth Grade Teacher of Angell
School, Ann Arbor, Mich.)*

ONE morning on the ninth of April the American Legation people called up by telephone and said that the Germans were coming up the Oslo Fjord.

"Some friends of yours are coming to get you



Eston Kelsey—9 years old.

and you are going to the American Legation," they told us.

The car came for us and the other boy in the car had the German measles. When we reached the Legation, we had some breakfast. After breakfast we had to run down into the bomb-proof shelter. When we came up from the bomb-proof shelter we saw German airplanes circling all around. We tied one small American flag on each of the three cars and we started for Sjosjn, a small village in the mountains about one hundred fifty miles away. We

planned to go there because German airplanes would not drop bombs on this village because it was not important.

While we were up there, we saw the biggest bomb-er in the world. It is a British airplane. We saw many German airplanes. Each of them had forty German troops ready to jump out in Trondheim.

A blizzard snowed us in for nine days. An American Military Attaché came to rescue us. He got snowplows and a couple of sleighs in order to reach the hotel at Lillehamer. It was twenty-two miles from where we were to Lillehamer. The horses had to help pull the cars out of the snow.

Then we reached Lillehamer and we stayed there for one night. We got up at five o'clock the next morning. The Military Attaché, Commander Hager, found out that the bridge between Norway and Sweden had been blown up by the Norwegians because they did not want the Germans to come over by this bridge from Sweden.

So we went way up north in Norway and went over the Norwegian border by open sleds into Sweden. We had to show our passports to the Swedish officer before we could cross into Sweden. We got to a hotel and we stayed for two days.

My boy friend, Allen Cox, who had the German measles, also got the mumps.

IRISH REBELLION

Somewhere in Ireland.

American Consul

Dear Sir:

May it please you to make arrangements with Dr. ——— of the ——— County Asylum to put me in the above mentioned institution for observation, as I would rather be in an insane asylum than to be living with my wife who is always nagging me and threatening my life and when I complained of my wife to ——— (the police) ———, they told me to beat my wife as they said every man should be boss of his own home. * * *

Yours sincerely,

(Fortunately no official action was necessary since the same correspondent sent the following letter the next day.)

Dear Sir:

In my letter of the 27th May 1940 which was addressed to you to make the necessary arrangements to put me in the ——— County Asylum on account of my wife nagging me, thus, I am advised by my wife to tell you not to pay any attention to my letter of May 27th 1940 as we are the best of friends again.

I am,
Yours sincerely.

DECEMBER, 1940

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TRAVEL IN THESSALY AND EPIRUS

(Continued from page 670)

sion, the center being given up to grain. There is some fishing on the lake, but the swampy borders prevent pleasure-boating, and the town itself is situated several miles to the northwest on high ground.

Aetolia is clearly more prosperous now than at any time since Roman days, and obviously will become even better off in the near future, if war can be averted. I drove the whole length of the valley. Rarely if ever, in Greece, have I seen such rich villages and such promising land.

Out of Agrinion, I took the coast road to Naupactus passing through a great slice in the southern mountains called the Klissoura gorge. The Acheloiis River, locally called the Aspropotamos, or White River, from the vast accumulation of small white limestone rocks along its course, sweeps through the western end of the Agrinion valley beside the sea and passes southwest through a gorge of its own to the west of the Klissoura. It is this river, flowing all the year round, which American companies have contracted to harness for the development of electric power. On the other side of the mountains it begins to form its delta, which has grown greatly since classical times, and now spreads out in the shape of lagoons where ancient cities like Oeniadae, with their harbors silted up, have given place to modern almost Venice-like villages such as Aetoliko and Missolonghi.

"What boots it now that Byron bore,
With haughty scorn that mocked the smart,
From Europe to the Aetolian shore
The pageant of his bleeding heart?"

The freedom for which Byron strove has made a very different thing of Greece from the country which he knew, and I doubt if the improvement is anywhere more clearly seen than in Missolonghi where he died. I found this town nicely paved, the square well kept and planted, the shops gay and clean. Byron's house is respectfully preserved. The famous Missolonghi fevers which were fatal to Byron seem to have been placed under control by modern methods. There was an astonishing feeling of well being in the air, enhanced doubtless by the sparkling weather, but unmistakably one of health and hope. The town, of course, subsists

largely on its fisheries. The lagoons round about are, like those of Venice, studded with stakes to mark the channels and punctuated with the colored sails of smacks. On the outskirts, and enclosed partly by the old town-wall, lies the Heroön, a park containing statues and other monuments of those Greek heroes of the war of liberation who gave their lives here in a famous siege. The final act of their drama staged a sacrifice which can still thrill the heart of man. Rather than surrender to the Turks, they took their stations, men, women and children, on the powder magazine and blew themselves literally to glory. The park is beautifully kept, and it was a pleasure to see, well-tended with the other marbles among the flowers, the monument to the American philhellenes dedicated last summer by the Chargé d'Affaires of this Legation, under authority of an Act of Congress.

The road running south from Missolonghi is a good one and passes straight and easily through the district of Calydon, famous for the boar-hunt of Atalanta, to Kryoneri and the Patras ferry. Shortly before reaching this, however, it branches to the left and after passing behind one of the peaks which guard the entrance of the Corinthian Gulf on the north, and sweeping high around the other, on the water side, comes down into the flats west of Naupactus, where the fortress of Antirrhion faces that of Rhion across "the little Dardanelles." Naupactus lies only a few miles further on, a small town built to a great extent within the walls of a medieval city whose castle crowns the conical eminence above. The harbor is still that of the Venetians and the Turks, built, moreover, on classical foundations, as is the castle itself. One of the best preserved of all the medieval fortresses of Greece, this lovely relic is forever associated with the Battle of Lepanto and Don John of Austria.

Here, the road not yet being open along the northern shore of the Gulf to Delphi, and so back to Athens, I was forced to ferry the car across to the Peloponnesus. However, on a Sunday several weeks later, I was able to make my way through in the opposite direction, coming to Naupactus from Delphi through Liodoriki. This road, when finally surfaced, will be of considerable importance, as it will provide another much needed east-west highway across Greece. But it will never be comparable for convenience to the Patras-Athens road on the other side of the Gulf. The southern foothills of Mount Kiona bar the way, west of the Amphissa valley, with such powerful bastions that it has great diffi-

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culty in effecting a passage, and thereafter is forced to cling for miles to the precipitous sides of a mountain torrent, where landslips are frequent. So uncomfortable was it under its present constructional conditions that I preferred, on reaching Naupactus, to hire a boat and return to Itea and Delphi by sea. To drive it will always be an undertaking. It is one more outstanding example of the tortuous paths which progress must follow in the development of the Greek peninsula.

....

Respectfully yours,

LINCOLN MACVEACH.

FOREIGN SERVICE RETIREMENTS

Harold D. Clum, Class IV, retired effective November 1, 1940.

Julean Arnold, Class I, retired effective December 1, 1940.

Wilbur Keblinger, Class III, retired effective December 1, 1940.

BIRTHS

DANIELS. A daughter, Jean Montague, was born on October 8 to Mr. and Mrs. Paul C. Daniels, in Washington. Mr. Daniels is Assistant Chief of the Division of American Republics, and Secretary-Treasurer of the Executive Committee of the Foreign Service Association.

SMITH. A son, Sheldon, was born October 15, to Mr. and Mrs. Merlin E. Smith in Trinidad, where Mr. Smith is Vice Consul.

BINGHAM. A son, David, was born October 19, to Mr. and Mrs. Hiram Bingham, Jr., in Waycross, Georgia. Mr. Bingham is Vice Consul at Marseille.

IN MEMORIAM

Lon Stewart Gresham, Vice Consul at Rotterdam, died August 15 in Rotterdam.

Norval Richardson, retired F.S.O., died October 22 at Paget, Bermuda.

MY FRENCH REFUGEES

(Continued from page 675)

ing in the vicinity and social service work with the nurses continued along the same lines. By this time, it was already June 29th, Paris was "ville ouverte," and the enemy was driving southwest toward Bordeaux. The main highway to Bordeaux ran through La Crèche, and one afternoon while attempting to cross it I met with a strange sight. Men dressed in field green uniforms on motorcycles were slowly driving down the road. With their dark green goggles and deep-crowned helmets they seemed like Men of Mars, and now and then one of them would shoot out a green arm to point at whatever struck his passing fancy. Then followed trucks with black-uniformed men standing in the rear and sweeping the landscape through their black goggles. This im-



Therese Bonney

Refugees waiting for the American Friends of France.

pressive procession was witnessed mainly from behind the shutters; few were on the street, since that morning the "garde champêtre" had warned the village folk to remain quietly at home. Trucks succeeded camions and tanks followed trucks; on and on rolled this great steel army. Even the men blended with the steel. So this was the German army, breath-taking in its weight, frightening in its equipment! The stream-lined machine pursued its course at a dignified pace; not a sound other than the rhythmic roll of wheels and steel.

Travelling to Paris July 2 was a real experience in driving. The Committee was ordered north. Two ears, one of which I was driving, left at dawn to avoid refugee traffic returning to Paris. All was well until Orleans, and there we spent three hours in a line of refugee ears waiting to cross the Loire river. The one and only bridge left was badly dam-



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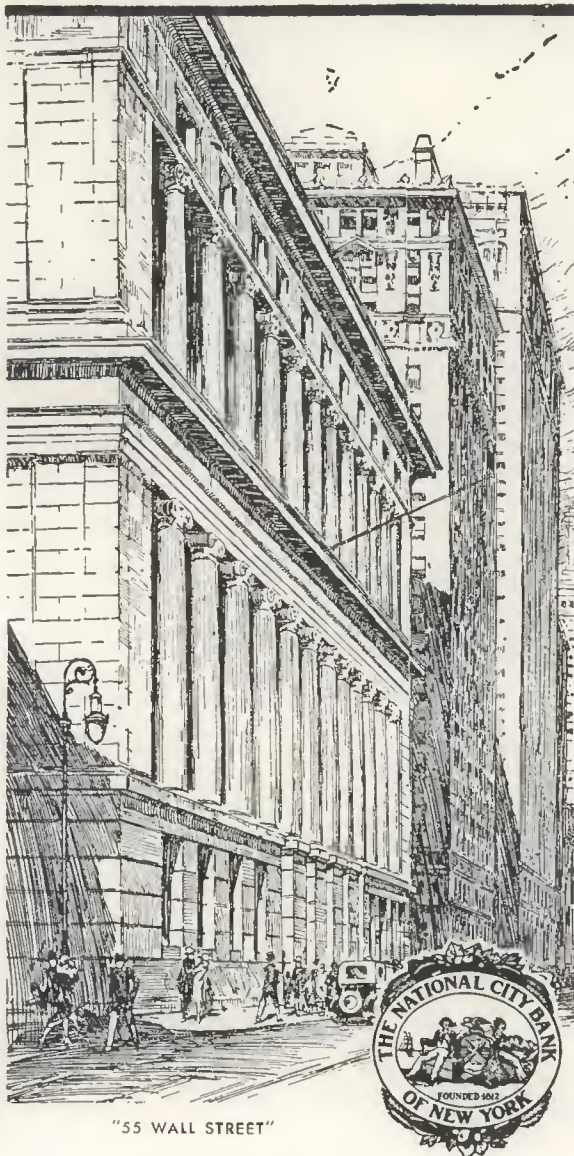
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aged and few cars could pass on it at a time. The towering spire of St. Joan's Cathedral glistened in the brilliance of a summer's sun and stood forth undaunted over a wrecked city. Approaching Paris we dodged streams of German cars kicking up a blinding dust in their unlimited speed. Many cars were stranded for want of gasoline along the roads. People were returning to their homes in the north, half hoping, half fearing what they would find. Anxiety for the future was written plainly on these sturdy French faces.

Paris at last—but what a changed Paris! Other than German cars, there was no traffic. By 10 p. m. the streets were silent, the curfew hour had rung. The city seemed crushed by a weight of steel. Yet the Germans' unfailing courtesy was observed everywhere and they practiced utmost consideration toward the people of Paris.

July 14th, Bastille day, was the quietest day of all. An invisible curtain descended over the city, shutters were drawn close; even the Germans seemed to have unconsciously withdrawn themselves. Two other members of the Committee, one member of the American Field Service, and myself took the evening train for Hendaye; the first train out of Paris since May. As I sat watching the fresh green country side roll by, I reflected sadly on the past two months. What had I accomplished in the face of all this? So little, and yet I had witnessed one of the world's greatest tragedies. A few months ago I would have ridiculed the supposition of a conquered France. Still the worst had occurred—and the French people, disillusioned and demoralized by the shock, faced it with unflinching hearts.

COVER PICTURE

Iceberg in Melville Bay, North Greenland, photographed from the Greenlandic schooner, *Gertrud Rask*, by James K. Penfield, Consul at Godthaab.

GENTLEMEN'S AGREEMENT IN THE SOUTH SEAS

(Continued from page 672)

that a Government colonization program was afoot letters began to pour into the Division of Territories and Island Possessions, some 300 a week, from the butcher, the mechanic, the teacher, the wanderer-at-heart. It is amazing the number of persons who have "always wanted to live on a deserted tropical island."

THE AMERICAN FOREIGN SERVICE JOURNAL

The colonization projects were placed under the supervision of Richard B. Black, with headquarters in Honolulu. Black had been a member of the second Byrd expedition to the Antarctic, he is an engineer and, most important, he has unusually keen perception about people. This was demonstrated in his selection of colonists. He chose young Hawaiian men who not only were physically hardy and able to adapt themselves to the rigors of primitive living, but who had mental balance and dispositions which would sustain them in the isolated confinement of the islands. The roster included such typical Hawaiian names as Joseph Anakalea, Yau Failum, James Kamakaievi, Jacob Haili and Henry Kaahea.

These carefully selected young men were landed by the Coast Guard Cutter Taney on the islands, four to six on each, with food supplies and water. Acting as cooks, mechanics, horticulturists and meteorologists, for which roles they had been educated in the public school of Honolulu, they have built living and administration quarters, planted coconut trees, operated and repaired the tractors employed in the labor, and baked their own beans.

Cutting the foundation blocks from the native coral rock, they have constructed on each island a

lighthouse. These have been furnished by the Bureau of Lighthouses with 90 candle power lighting equipment which flashes every three or four seconds on radio-request from passing ships. The one on Howland was dedicated to Amelia Earhart after her ill-fated flight which, it is assumed, brought her down somewhere in that vicinity, as she was attempting to make a safe landing on Howland.

The most important work accomplished by the colonists, however, has been the taking of meteorological readings which are radioed daily to Honolulu, providing the only service of this sort in the area.

With occasional replacements, colonists have been kept on Howland, Jarvis and Baker since 1937, and on Canton and Enderbury since 1938. Every three months, when the Coast Guard Cutter comes with supplies, the men are shifted around, some of those on Canton transferring to Howland, some on Jarvis going over to Baker, etc., so as to avoid boredom.

As a further antidote to boredom, and a service to the Government, Field Representative Black ordered that the colonists, in addition to their regular daily duties record the events of the day for the Governmental records. These daily diaries reveal

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the tempo of life in these Equatorial Islands of the United States.

A typical entry of the early morning yields nothing in style to Mr. Pepys himself:

"Rising betimes and did enjoy a cold plunge in the sea leading to some comment on our part as to the increasing chilliness of the night and early morning hours. Ascribed our sensitiveness to a thinning condition of the blood. Returning to Camp Lum started breakfast while Tavares cleaned the cottage and Kaina and I hauled in to camp a load of rocks for the wall. Breakfasted on our standard menu for that meal—pork and beans, mush, bacon, eggs, hot cakes, and coffee. Bill Tavares is today's galley slave. Operated the motor generator ten hours today charging wet batteries. Work on the stone wall continued during the daylight hours. Upper air datas were collected and graphed by Lum and Tavares. Today's data on the weather was sent to K6KPF by Lum. Two eggs."

In the three month's interim between visits of the Coast Guard supply boat there is little besides work to break the monotony. With the solemnity of one recording a history making event, one colonist reported that he "lay in the shade of the house after the noonday meal, and watched a chicken lay an egg standing up."

Another reported, rather plaintively:

"Last evening we saw twice green flares over the horizon, possibly meteors because sometimes we see them all over the skies. Later in the evening we saw a beautiful lunar halo. We played our guitars, then listened to the latest song hits come over the radio from Honolulu while we told each other our plans for life when once more we go back to the world."

When the colonists first settled on the islands, rats were so numerous that the Department of the Interior supplied Form Number 3 for "use in connection with the keeping of an account of the results obtained in rat warfare." Traps, and torpedoes containing poisoned grain were placed in strategic spots with spectacular results. A diary entry in 1936 stated:

"At ten this evening we went to our traps and counted our trophies and found we made a catch of 72 rats in two hours. In spite of the heavy losses the rodents are still very numerous."

Equal skill in defying the menaces of the sea is indicated in the following recording:

"Surfing was enjoyed for quite awhile before we were forced to the beach when a six foot shark got a little too inquisitive. Lum baited his hook but shark not hungry. I jabbed my spear into his thick hide and lost spear and shark when he swam out through the channels into the deep. For supper we

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had fish, mushroom soup, salmon, pineapple, and poi."

The colonists' striking preoccupation with food reached a high pitch on a certain Thanksgiving Day, when it was recorded:

"Charlie and I journeyed across the island to our fishing grounds. After diving in a number of holes we finally speared one Ulu, about thirteen pounds, four good veke, and a dozen large size Aholeholes. Then I dove for lobsters, but only caught one, and we returned to camp. I helped Lum in preparing Thanksgiving dinner. We had fried, boiled and steamed fish, lobster salad, rice, beets, rice pudding, peaches and punch. Playing of instruments, singing of song hits, checkers and the radio took our time away into the night."

Thus pass the days on the five American Equatorial Islands in the South Pacific. It is obvious that there are few persons in the continental United States who could have qualified for this lonely venture in colonization.

At the present writing, the colonists are being withdrawn from Canton Island as the responsibility for the maintenance of American sovereignty there has been transferred to the Pan-American Airways staff. This new arrangement, which will afford a distinct saving to the Government, has been agreed to by the Department of State, the Civil Aeronautics Authority and the Department of the Interior. The other islands will continue to be occupied by the colonists indefinitely.

ALASKA RECAPTURES THE HEADLINES

(Continued from page 688)

of herring and shell-fish is still greatly underdeveloped and is believed to offer opportunities.

The raising of minks for pelts or for sale as breeders is ideally suited to southeastern Alaska. Yukon mink brings the highest price on the market today of any mink and it is estimated that present production in Alaska could be expanded at least one hundred times without affecting current world prices.

Certain it is that there are endless opportunities if extensive capital can be attracted to the Territory. Whatever form development takes, whether strictly private or under Governmental supervision, it most certainly should be well planned and in line with present-day concepts of sound conservation policy. For here is a last frontier, a land of minerals, wildlife, forests and fishes. Through a well planned program, these can be spared the ruthless and wasteful misuse which was visited upon the resources of the United States proper in the early days of colonization.

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THE ALIEN REGISTRATION PROGRAM

(Continued from page 666)

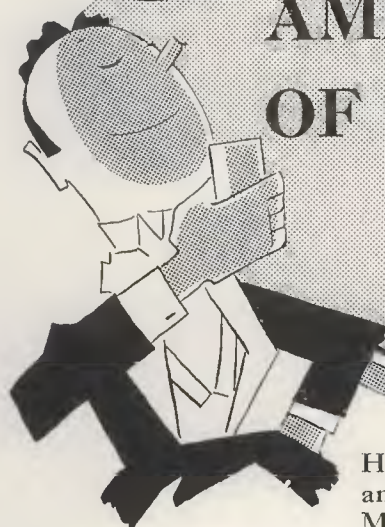
able sensitiveness concerning their statement of race, and specifying the name of the country to which they owe allegiance. The Alien Registration Division has met this problem by allowing non-citizens to make their own decisions on this matter. Koreans, for example, may register as such. Polish aliens and Czechoslovakian aliens were recently indignant over rumors that they were to be compelled to say that they were subjects of Germany or Russia, depending on what section of Poland or Czechoslovakia they came from before subdivision set in. The Alien Registration Division has ruled that so far as it is concerned, a non-citizen may insert the name of his country in the registration form, according to his own decision, without fear of contradiction.

We have found that a number of persons are in real doubt as to whether they are citizens. In most instances, the doubt can be cleared up by inquiry of our office or by consulting the official rules and regulations available at all post offices. If the doubt cannot be cleared during the registration period, we are recommending that such persons register for their own protection. Provision has been made for indicating any doubt the registrant feels about his status as a non-citizen. In any case, registration will not affect his status one way or another.

To relieve the alien of any inconvenience, the Post Office Department has required many of its offices to remain open during the evenings, so that registration will not interfere with the working hours of aliens. We have also made it possible for any alien to register at any registration post office he pleases. Thus, if any alien, for reasons of his own, does not wish to identify himself as an alien by registering in the town in which he resides, he may register at any registration post office away from his home town. Such courtesies as these have helped convince the American alien that the registration is not intended to do harm to law-abiding aliens living in this country.

The Alien Registration Act has already performed an important service by bringing to light some of the difficulties aliens encounter living in our country. Although passed as a national defense measure, the Alien Registration Act may be the bridge that will bring us closer to their problems. In times like these, when the ideals of Democracy are more precious than ever before, those problems deserve more serious consideration than they have ever received. When the Alien Registration program ends on December 26, 1940, and the important basic data it produces are compiled, they will be better understood and may be easier to solve.

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HAWAII

(Continued from page 664)

vided on racial lines those of Caucasian ancestry would elect fifteen, the Japanese, fourteen; the Hawaiians, twelve, and the Chinese four. Actually of 44 sitting members (one seat vacant) the Caucasians had twenty-one, the Hawaiians, seventeen; the Chinese, four, and the Japanese, three. Statehood advocates also cite the finding of a special Congressional Committee which studied statehood in 1937 that:

"Acquaintance with mainland conditions demands recognition of the fact that racial voting is by no means unusual, and seems to be indulged less in Hawaii than on the mainland."

Arguments based on race are hard to down, or if effectively answered, are made audible in whispers. Stemming from the racial argument is the statement, sometimes ascribed to official quarters, that in event of war the Navy would require absolute control of Hawaii, and that this could not be so readily obtained from a state as from a Territory. Proponents of statehood answer this by declaring that in event of war the population of any fortified area—and Hawaii certainly must be considered one—is naturally given over to the full control of the military. So the argument rages.

Delegate King boasts a small part of Polynesian blood and traces his Yankee ancestry to Capt. Holmes who settled in Hawaii in 1793. He insists "Hawaii has no race problem except as outsiders make it so," and quotes the San Francisco writer, Chester Rowell:

"For over a hundred years the descendants of traders and missionaries and the descendants of the original inhabitants of the island have lived there together, singularly free from that institution of racial caste which has cursed the American mainland. * * * Whether in crime or aristocracy, Hawaii has considered the individual, not the race. It will be a sorry service if we, who have failed in our race problem, impose our standards on Hawaii, which has succeeded."

Whatever else might be said on either side, it is a fact that Asiatic immigration to Hawaii is restricted there as elsewhere in the country and soon all residents of Hawaii will be citizens; that the situation existing there now is essentially no different racially than when Hawaii was annexed. It is also true that the American government contemplates no continuing condition whereby a group of its citizens obtains different political treatment from that of another.

As stated by Speaker Champ Clark when discussing Hawaiian annexation:

"A perpetual chrysalis existence as a Territory is repugnant to the genius of our institutions and out of harmony with our entire history. Home rule has been our policy from the beginning."

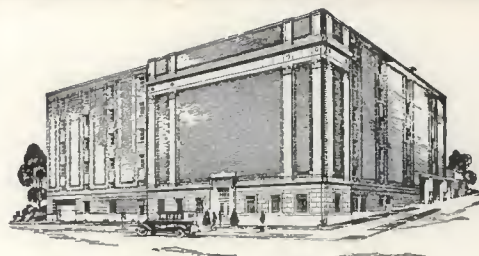
A bit of history may make more plain why the people of Hawaii are turning their eyes to Congress now.

A British sailor, Capt. James Cook, first brought the existence of the islands to the attention of the outside world after his voyage of 1778 and named them for the Earl of Sandwich. American traders, however, were first to take advantage of their good harbors, used them as jumping off places for voyages to the far east, and settled there in considerable numbers. New England missionaries followed, then came whalers from Nantucket and New Bedford, many of whom established permanent residences.

The islands had been ruled by a number of chiefs until Cook's time but were united by King Kamehameha, the "George Washington of Polynesia." Abolition of strange religious customs preceded by only a few years the arrival of the first missionaries in the year 1820, thus giving these teachers fertile fields in which to sow their Christian doctrine. The Hawaiian people reposed great confidence in the missionaries, and this thoroughly American element easily offset efforts of smaller British and other foreign colonies to gain foothold. The American Navy aided powerfully in extending American influence by thwarting ambitious foreign groups.

Daniel Webster, Secretary of State, in 1842 made a vigorous pronouncement for recognition of Hawaiian independence against encroachment from any power. There followed many trade agreements, treaties and political ties with the United States. In the war with Spain, Hawaii was frankly un-neutral, extending aid to American ships engaged in the Battle of Manila Bay. Honolulu welcomed our Navy as her own. This military tie-up, preceded and accompanied by the cultural and economic bonds, created a de facto situation probably best described in the words of then President McKinley: "Annexation is not a change; it is a consummation."

Formal transfer of sovereignty took place in 1898. It was a voluntary act of two parties equal in dignity, even though the islands held but 150,000 people. The Organic Act making Hawaii an incorporated Territory was enacted by Congress two years later. These forty years of apprenticeship behind her, Hawaii, Delegate King says, "now files her application for statehood, the ultimate goal and final justification for her annexation."



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THE BOOKSHELF

(Continued from page 685)

of Holland and Belgium and the collapse of France. The story of these events is set down factually *sans commentaire*, and is the more effective for the absence of comment. Until the final two chapters the facts are left to speak for themselves, and with what tragic eloquence they speak. There are no glass eyes here:

"Get thee glass eyes;
And, like a scurvy politician, seem
To see the things thou dost not."

The penultimate chapter seeks the answer to "Why Did France Fall?" Of the reasons examined the most conclusive appear to be that there was a lack of coordination between French foreign policy and French military policy and that France was divided politically and socially. Books will be written on this subject which the author deals with in seventeen pages.

The final chapter is entitled "What Are the Lessons for Us?" They are summed up in the final three paragraphs:

"Today Nazi Germany instructs the United States of America to make a choice. We can choose our own heritage of freedom, won for us by our fathers and our grandfathers, and thus far preserved by ourselves. We can decide to maintain that freedom at any and all cost in a world which we hope may some day once again be free. Or we can accept the limited role which Chancellor Hitler and his partners in blackmail choose to assign us in *their* world. We can accept *their* ideas, *their* morals, *their* economy, *their* culture, *their* religion, *their* conception of the whole nature and duty of man.

"Let us be thankful to France (for France had the same choice put to her in the years after 1933, and the lesson of what happened to her is before our eyes. She hesitated to make a firm choice. That hesitation was in itself a choice. In the end she rebelled against becoming the slave of a foreign and antipathetic ideology and a partner in Nazi crime. Her revulsion of feeling came too late, and her response to it was inadequate. She was not able to turn the oncoming Nazi tide. She has become a slave to the Nazis and, to an extent, their reluctant partner.

"Let us, unlike France, have the power of imagination to discern the possible destinies that await us. Let us, unlike France, have the power of will to embrace the destiny that we choose, bravely, confidently, and in time."

MY SHADOW IN THE SUN, by Frances Davis, Carrick & Evans, New York, 1940, pp. 318. \$2.75.

This is not a great book but it is at the same time both an entertaining and inspiring one.

Frances Davis, an American girl, wanted to be a foreign correspondent. She went to Europe in 1936 and fell almost by accident into the Spanish War. She is the perfect feminine prototype of Joel McCrea whom you will probably see in the movie version of "Foreign Correspondent." She was something of a dumb cluck in the beginning. In the first third of her account of her experiences with the Franco Army it would be difficult to tell from what Miss Davis relates what the war was about in Spain. It is only on page 136 that Frances has an awakening. It comes when Captain Rosales, press officer of Franco, expresses his mind to the correspondents. Here it is:

"Rosales is talking well. He likes to talk, likes to expound in English which he uses well, only faintly flavoring it with his self-conscious pleasure at using it. Rosales is explaining that the masses cannot be taught: that they need a touch of the whip for they are like dogs and will mind only the whip. There is no understanding in such people, they must be got in hand. Held in hand where they belong. Captain Rosales explains it ethnologically . . . an influx of strains inimical to Spain through the industrial cities of the coast; of this taint in her bloodstream Spain must cleanse herself. She is purifying herself and will rise up from this trial new and strong. The streets of Madrid will run red with blood, but after—after—there will be no unemployment problem."

If you have seen the movie version of "Foreign Correspondent" you will recall the scene at the end when McCrea grabs the microphone in the B.B.C. studios in London while bombs are falling, and cries "Hello, America! The lights are going out over here. Keep them burning over there, America. It's the last place in the world they are still burning."

My Shadow in the Sun is anything but a controversial book. There is a great deal of excitement in it and you are bound to be moved by the indomitable spirit of the author which shines through its pages like the lighting up of glorious stained-glass windows. And when you have finished it I think you will agree with Joel McCrea.

GREAT BRITAIN: AN EMPIRE IN TRANSITION, by Albert Viton, The John Day Co., N. Y., 1940, pp. 352. \$3.00.

Critics of the British Empire have become, in recent months, considerably less critical. Apologists of the Empire no longer have to defend it on its own merits alone but merely in terms of alternatives.



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Mr. Viton, finishing his book in January, 1940, before the invasion of Norway, Denmark, and the Low Countries and the fall of France—before events had brought the alternatives into such bold relief—is certainly one of the Empire's severest critics. He is nevertheless acutely conscious of the consequences which would flow from defeat of the British Empire and believes that "the very foundations of Western civilization would be shaken by such a cataclysm more profoundly than by any other event since the collapse of Rome" (p. 5). It would mean not merely the replacement of the British Empire by a German Empire: Britain's defeat would be the signal for a general scramble between all the aggressive powers rushing in to occupy the vacuum created by the disappearance of the British Empire.

A few sentences will illustrate Mr. Viton's unrestrained condemnation of the Empire and its leaders:

"That this gigantic Empire has not been able to assure world peace by its own power is due only to the hopeless mental astigmatism and muddle-headedness of its rulers" (p. 4). "There is no escaping the conclusion that Britain has in the past neglected it (the colonial Empire) to an extent bordering on the criminal" (p. 38). "The British Empire is a disease-ridden, pest-infected, slum empire, in which very little attention has been devoted to improving human life" (p. 43).

Despite his stinging strictures, Mr. Viton believes that British imperialism has been less exploiting, less tyrannical, and socially less reactionary than all others. Only in "exceptional circumstances" has British imperialism degenerated to "the bestial cruelties that have been all too characteristic of the other regimes. . . . British colonies have traditionally been devoid of the spirit of regimentation and militarization found in the pre-1914 German colonies and the contemporary French possessions" (p. 56). "British imperialism has been less destructive of the moral fiber of colonial peoples than all other imperial systems" (p. 60). It is this last factor which has made possible political progress and has gradually prepared colonies for self determination and for membership as equal partners in the Commonwealth association. Here the author pays high tribute to the British who, whether in England or in the colonies, have "strong ideas on individual liberty, a definite attitude on law and justice" (p. 101).

Mr. Viton deals not only with the Empire proper (the colonies, the Dominions, and India) but also with the "Outer Empire"—"spheres of influence," areas lying in the shadow of the British Lion, which he regards in reality as part of the British Empire. Here Britain has sought to establish around the Em-



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pire's strategic corners and routes of imperial communications a system of buffer states friendly to the Empire and under its control. The traditional spheres of influence—Portugal, Turkey, Greece, Egypt, the Arabian Peninsula, Palestine, Mesopotamia, Persia, Afghanistan, and Tibet (Mr. Viton obviously uses the term loosely)—have all conformed to this principle.

Beyond the political Empire and the spheres of influence Britain has built an "Empire of Finance," including principally the Scandinavian and certain South American states. These states have borne a special relationship to Great Britain in fields not always strictly economic. The existence of this financial empire has enabled Britain year after year to import more than she exports and thereby to maintain a higher standard of living.

This vast structure, political and economic, is now seriously menaced and one hears on all sides: Can the Empire survive? To this question Mr. Viton answers unhesitatingly, "The Empire will not die." In 1902 Joseph Chamberlain, one of England's greatest imperialists, told his listeners at the Colonial Conference: "The weary titan staggers under the too vast orbit of its fatc." The "weary titan" has somehow staggered on since the turn of the century and will, Mr. Viton believes, stagger on in the future: "There will be no decline and no fall of the

British Empire . . . A nation does not decline until its citizens become physically and morally corrupt, their energy gone, and their will to live is sapped" (p. 329).

All in all, Mr. Viton has presented an interesting volume. Its readers may take exception to certain criticisms and to certain overstatements or understatements of actuality, but they cannot fail to be stimulated or to admire Mr. Viton's strong respect for human values.

ROBERT B. STEWART.

VISITORS

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

	October
Coert duBois, Habana	1
John D. Erwin, Tegucigalpa	1
Cyril L. F. Thiel, Habana	1
Elvin Seibert, Rio de Janeiro	1
William N. Carroll, London	2
Mrs. C. Paul Fletcher, Alexandria	2
Mrs. Lydia Voishvillo, Kaunas	3
Norris B. Chipman, Cairo	3
John Muccio, Panamá	3
Elias G. Garza, Nuevo Laredo	5
Wayne W. Fisher, Department of State	7
Frederick L. Royt, Guayaquil	7
Winthrop R. Scott, Caracas	7
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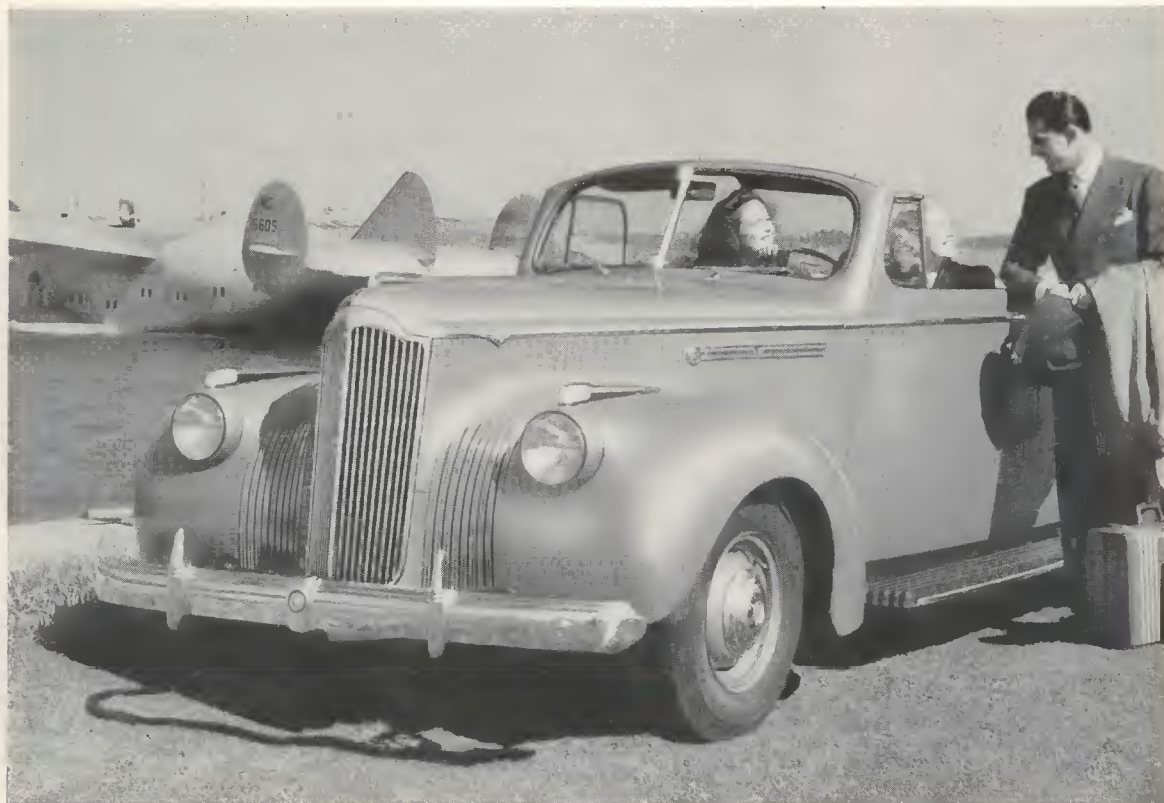
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Richard W. Byrd, Calcutta	7
Ralph C. Busser, retired	8
John Davies, Hankow	8
Fred E. Waller, Paris	9
David M. Clark, Lima	10
Benjamin M. Hulley, Sault Ste. Marie	10
Thomas H. Henderson, Port-au-Prince	11
Willard L. Beaulac, Habana	11
John H. Marvin, Habana	11
Robert H. Macy, Riga	11
Russell B. Jordan, Ottawa	11
Robert C. Huffman, Department of State	11
J. F. Van Wickel, Batavia	14
Fredrick P. Hibbard, Bucharest	14
Basil D. Dahl, Batavia	14
Louise Marie Evans, Bradford	14
Eugene H. Dooman, Tokyo	15
Eleanor Paxton Homan, Stuttgart	15
Herbert C. Albrecht, Stuttgart	15
William W. Walker, Colón	15
Julian Arnold, Shanghai	15
Terry B. Sanders, Jr., Department of State	15
Kenneth S. Barker, Department of State	15
Hubert Maness, Department of State	16
Lewis E. Leonard, Department of State	16
Arthur J. Romero, Buenos Aires	16
David W. Robertson, Department of State	16
Dale E. Farringer, Department of State	16
John Hubner, São Paulo	17
William E. Flournoy, Jr., Managua	17
Harold M. Collins, Tampico	18
Walter F. Boyle, Guatemala	18
Walter S. Reineck, Vancouver	18
Hedley V. Cooke, Jr., Bombay	18
Leslie W. Johnson, La Paz	19
Eugene M. Hinkle, Ciudad, Trujillo	19
Lee E. Metcalf, Department of State	20
H. L. Milbourne, Windsor	20
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Kenneth J. Years, Swatow	28
John P. Hurley, Marseille	28
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Joseph F. Burt, Valparaiso	31
William Raymond Wood, Merida	31
Eugene T. Turley, La Paz, Mexico	31
Hubert Maness, Manaus, Brazil	31
Paul A. Fairly, Berlin	31

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