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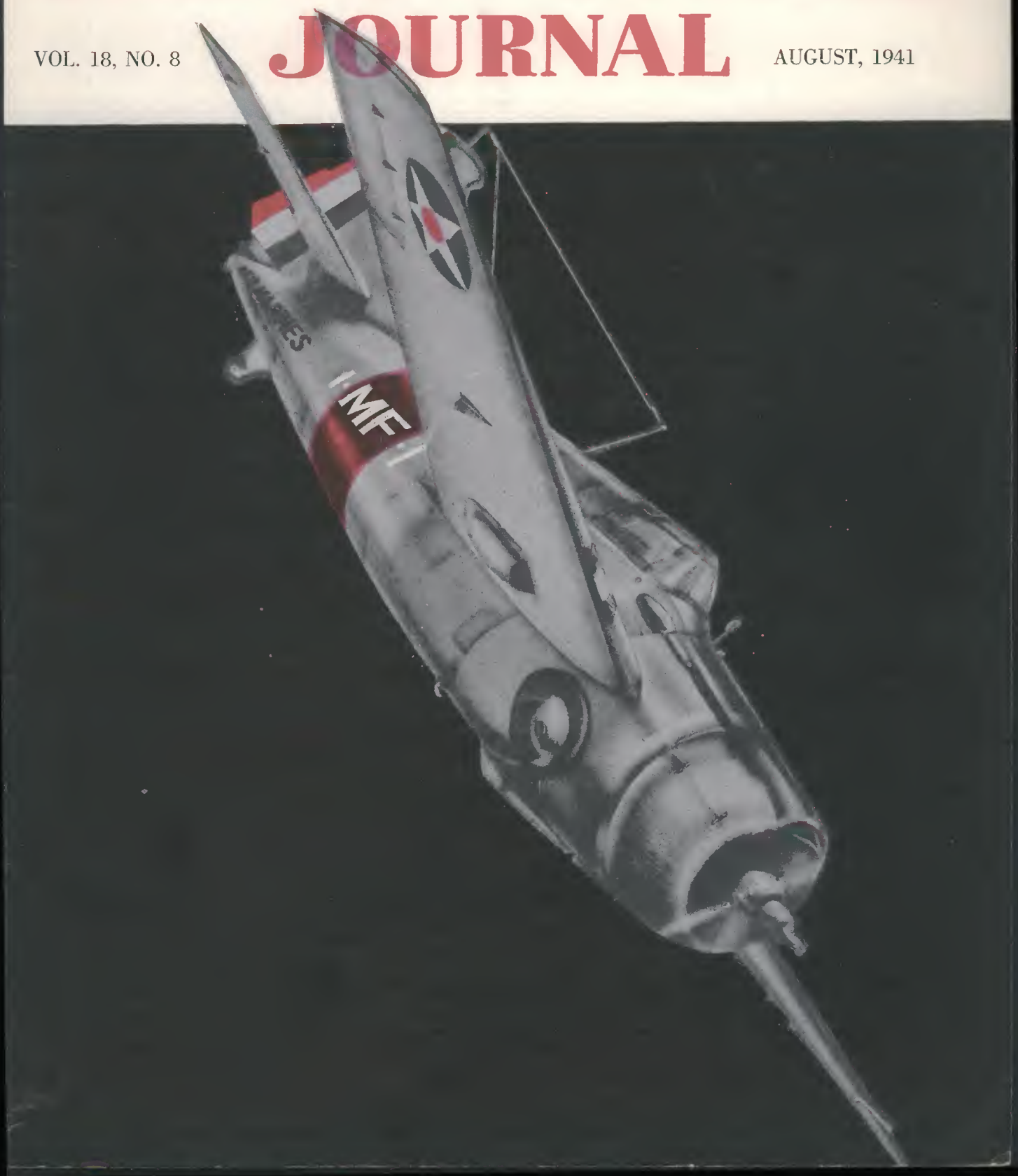

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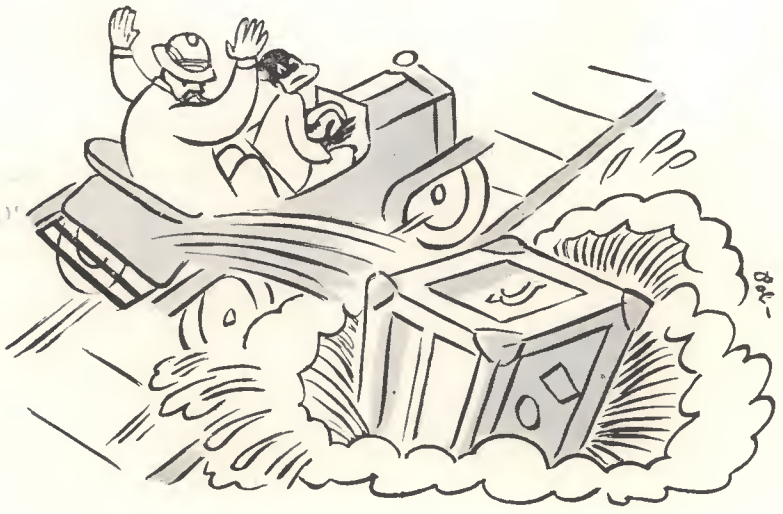

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REPRESENTATIVES IN KEY CITIES THROUGHOUT THE WORLD

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AUGUST, 1941

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THE
AMERICAN
FOREIGN SERVICE JOURNAL

PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

VOL. 18, NO. 8 WASHINGTON, D. C. AUGUST, 1941

The Soviet Ukraine: Its Resources, Industries, and Potentialities

By E. C. ROPES, *Department of Commerce*

THE Ukrainian Soviet Socialist Republic is the largest national republic of the 16 now constituting the Union of Soviet Socialist Republics. It occupies an area in the south of European U. S. S. R. extending from the border of Germany eastward to the Rostovoblast, a part of the R. S. F. S. R. (Russian Republic). After the break-up of Poland in 1939 this area was expanded by additions from Russian-occupied Poland and part of Bessarabia and Northern Bukovina.

The total territory in the Ukrainian Republic may now be estimated at 191,600 square miles, and the population at 34,000,000, though exact figures are not available. (The Moldavian Republic, formerly an autonomous republic in the Ukraine S. S. R., is now a constituent republic in its own right, with Kishinev as its capital.)

With the establishment of Soviet rule over Bessarabia, the Soviet system of State ownership of land, forests, and waters, and of banks, rail and water transport, large-scale industry (including public utilities), and trading agencies was also put into effect, and the first steps were taken toward collective farming of the land of the added area.

The Ukraine, the "Bread basket" of the U. S. S. R., is chiefly notable for its production of foodstuffs, principally grains, grown mainly in the strip of black soil which stretches across the republic in the south. The total cultivated area has been increased in recent years from the 63,535,000 acres recorded in 1935, the latest period for which figures are actually available. In that year the share of the Ukraine in the total sown area for the Soviet Union was 19.4 per cent.

Harvest yields vary greatly from year to year, because of the hot eastern winds that often prevail in the growing season and sometimes make the difference between success and failure of spring-sown grains in the eastern parts of the republic; but Ukrainian production runs from 20 to 25 per cent of the Union output. Lately the Government has increased plantings of winter grains usually harvested in the first half of July, and reduced spring plantings ripening a few weeks later. It has also fostered the planting of shelter belts of trees, the digging of ponds, and the damming of streams, to counteract the drying effect of the winds.

Of the grains raised, wheat occupied in 1935 the largest acreage sown, 17,100,000 acres, followed by rye (winter and spring), 9,043,000; barley, 7,547,000; oats, 4,533,000; corn, 2,784,000; and millet, 2,612,000 acres. In recent years the planting of millet, as specially resistant to drought, has been favored, with good results.

In addition to grains, other crops are also planted on a large scale by collective and State farmers. Of these, sugar beets covered the largest area, 2,095,000 acres, or 69 per cent of the Union total, in 1935;

this proportion has dropped since the introduction of this crop in other parts of the Union, but the Ukraine still leads in area planted and production of sugar beets.

Other important crops are sunflowers, to which 1,927,000 acres were planted in 1935; flax, 341,000 acres; and cotton, the acreage of which has increased greatly since 1935, when 387,000 acres were planted as an experiment. In 1937 the cotton area had expanded to 550,000 acres, and it has risen steadily since then.

Other crops planted in the Ukraine include potatoes, vegetables, and fodder crops. In 1935, potatoes accounted for 5 per cent of acreage planted, forage and fodder crops for 7.7 per cent; vegetables were raised chiefly on the garden plots of collective farm members. Rice and flax have in recent years been added to the crops raised in the Ukraine, and the acreage planted has been steadily increased.

Collectivization of agriculture, with a high degree of mechanization of farming operations, covers practically all of the cultivated area of the Ukraine. In 1935 only 1,000,000 acres were still tilled by non-socialized peasants, and the area is now smaller. The collective farms cultivated 52,847,800 acres, and the State farms 8,856,300 acres.

The "plots" of the collective farm members aggregated 2,982,000 acres. On these they can raise for use or sale, any desired crop, or can keep poultry or cattle; but they are forbidden to spend, on home plots, time that should be devoted to work for the collective.

Special collective-farm markets are maintained for disposal of their produce after payment of taxes and other dues.

Livestock in the Ukraine suffered greatly during the enforcement of colectivization of agriculture in the 1930's, and has not yet recovered, as a whole, from the losses incurred then.

The census in 1935 showed 2,544,000 horses, 6,269,700 cows and other large cattle, 2,746,200 sheep and goats, and 4,719,000 hogs. Since then these figures have risen steadily, however; the gains in Ukrainian communal herds alone, from 1930 to 1940, are reported as 70 per cent for cows and other cattle, 83 per cent for sheep, and 101 per cent for hogs.

In recent years Government measures have encouraged the raising of livestock on collective farms and the setting up of poultry farms. Purchase of stock by farm members has also been facilitated. The number of draft animals has increased much more slowly.

In the 1930's the losses of horses were most severe, and the Government therefore undertook wholesale mechanization of all farming operations

A Diesel tractor from the Stalin Machine and Tractor Station arrives at the Stalin Collective Farm for the harvesting.

Kiev, Capital of the Ukraine

requiring animal power. Tractors were introduced for plowing, harrowing, and cultivating—combined harvesters for gathering the various crops—and seeding, planting, cultivating, and other attachments, manufactured in huge Soviet plants, as well as trucks for hauling, were supplied in large numbers to aid Ukrainian collective and State farms in their heaviest work. These machines are not the property of the collective, but many have purchased their own trucks.

Farm machinery is concentrated in machine-tractor stations, which work for a fee, paid in kind, for all farms within a definite radius. Late figures of the number of such machines in use in the Ukraine are not available; but in 1936 the stations owned and operated 62,000 tractors, 14,160 combines, 25,000 seeders, 29,000 threshers, 9,000 sugar-beet diggers, and 14,000 trucks. Since that time the numbers of all machines have been greatly increased —tractors to 90,000, combines to 29,000, in 1937. The number of stations has also risen.

While the efficiency of machine work was at first low, and costs of the work to the collectives were high, in late years there has been substantial improvement. Plowing and planting operations are now performed more nearly on time, and haying and harvesting do not suffer the former delays.

It is stated that because of the more complete collectivization of the farm land in the Ukraine, and the greater efficiency of the peasant-members, the Soviet agricultural program has been more successful in the Ukraine than in some other districts of European U. S. S. R.

Soviet sources claim that collective farm production increased in 1940 over 1938 by 33 per cent for grains, 44 for sunflowers, 42 for potatoes, and by considerable amounts for sugar beets and other "technical" crops. These results are laid to cooperation of the members with the Government policies, and better labor discipline in farm work.

The Ukraine was therefore chosen this year as the locale for the introduction of a new system of

premium-payments for outstanding performances—not so much by an individual as by a group or brigade. Since all field work is assigned to groups for the season, this new system is expected to raise the level of the group-work to that of the best workers; it covers not only work with crops but also animal husbandry, beekeeping, and fur-raising. If the new plan produces the expected results, it will be extended to other Soviet agricultural districts.

The Ukraine is the most densely populated section of the U. S. S. R.—187 per square mile in 1933—and the crowded villages often suffered from famine in drought years. The Soviet Government has therefore revived the Tsarist policy of resettlement—to colonize the vast uninhabited spaces of Asiatic U. S. S. R., where the population is less than 1 person per square mile.

Early attempts at resettlement were unsuccessful, because of faulty preparation and insufficient support by the Government. Changes in the conditions, and greater assistance to colonists, were introduced in 1939, and many Ukrainian villages have since been relieved of overcrowding, while the settlers are reported to be doing well in their new homes.

Besides its abundance of easily tilled land for agriculture, the Ukraine S. S. R. is also rich in mineral resources, and in hydroelectric power, on the basis of which many industries have been erected.

First among the minerals is coal, in the extensive Donets field, estimated in 1938 to contain 60.8 per cent of the bituminous and anthracite coal reserves of the Union. Output of the highly mechanized mines in 1938 was reported as 80,733,000 metric tons—about 60 per cent of the Union prouction. The republic has also extensive peat beds, producing more than 2,000,000 tons in 1938.

Combining coal from the Donets field with the iron ore from the mines in Krivoi Rog—which accounted in 1938 for 16,070,000 tons, 59 per cent of the Soviet Union total—has made possible the development of a large ferrous metallurgical industry in the Ukraine, which was started before the first World War and has been greatly expanded since 1928.

Manganese, an essential metal in steel manufacture, is also available at Nikopol; the mines there produced 957,000 tons of ore in 1937, of a total of 2,752,000 tons for the whole U. S. S. R.

Ukrainian blast furnaces turned out 8,800,000 tons of pig iron in 1937, and 8,467,000 tons of steel were also produced, ou of Union totals of 14,487,000 and 17,730,000 tons, respectively. On January 1, 1935, the latest year shown, there were 55 blast furnaces in the Ukraine, representing 55 per cent of the capacity of the country, and 117 open-hearth furnaces, representing 40 per cent. Since then the number of furnaces has increased, but their standing in the country's total is lower, as new metallurgical plants elsewhere in the Union have been erected.

In 1932 the construction of a dam across the Dneiper River at Alexandrovsk (now called Zaporozhye) was completed, and in the next few years 9 turbines with a capacity of 850,000 horsepower were installed there. Around this center of electric power new towns have been built—manufacturing iron and steel, ferroalloys, aluminum, and magnesium, with the cheap current available. Coke is supplied by coke-chemical plants using Donets coal; and nearby plants supply cement, refractories, and limestone.

To utilize the iron and steel produced at Zaporozhye and other ferrous metallurgical plants, old and new, in the Ukraine, a large machine-building industry, also well developed before the War, has been further expanded since 1928. The plant at Kramatorsk turns out heavy machinery, that at Lugansk (now Voroshilovgrad) manufactures locomotives, and at Kharkov one plant produces large turbo-generators, another agricultural machinery, and a third tractors.

Electric power is supplied not only by the Dnieper station but also by numerous large and small steam plants—all hooked together into a superpower network. For additional fuel supply, an oil pipe-line runs from Grozny in the Northern Caucasus to the Donets Basin.

A new chemical industry has been built up in the Ukraine, utilizing coal and coke, salt, and other mineral deposits and products. Mercury has long been produced at Nikitovka.

Cement manufacture has grown rapidly, doubling its output between 1932 and 1937, and textile plants at Poltava have been built to utilize Ukranian cotton.

The Dnieper is the only navigable river in the Ukraine proper, and damming the rapids at Zaporozhye has made it possible for boats to reach the northern border of the republic. Future developments here include the building of another power station at Kremenchug, of others at various points, and connecting the upper reaches with the Western Dvina and eventually with the Neva. A through water-route from the Black Sea to Leningrad will thus be assured.

The Dnieper flows into the Black Sea at Kherson, which is a growing port city. Other important ports are Odessa, formerly the chief point for grain exports, and Mariupol, now the largest shipper of grain in years of export surplus, and of coal and

(*Continued on page* 467)

History of the Consulate General at London

SEA CONDITIONS IN THE FIRST HALF OF THE 19TH CENTURY

By THE LATE PERCY R. BROEMEL

(*Continued from the July, 1941, issue*)

HOW vast the change brought about in little more than half a century even, in sea-faring conditions may be gauged from the following selected extracts from the Record Books.

One of the remarkable facts is the difference in the tonnage of vessels compared with our day:—

In 1809 the American schooner *Antelope,* of Boston, of about 80 tons burthen, went from Charleston, U. S. A., to Leghorn and Palermo! This almost reminds one of the times of Queen Elizabeth, when Sir Francis Drake sailed round the World with a flotilla of five sailing ships, the largest of which, his own, was only of 100 tons and the smallest of 80 tons! This was the seaman whom Cecil, Elizabeth's great minister, disliked and described as "half-a-pirate!"

From 1809 on ships gradually increased in size until in 1839 we find the brig *Emery* of 285 tons and one-fifth or "thereabouts", and the brig *Swiss Boy* of 258 tons and 47 ninety-fifths of a ton. In the numerous "Protests" of the time there occurs frequently the word "thereabouts", which may tend to show that the science of measurement had not yet reached an accurate level. The year 1841 shows a further advance, since we find the *Oseela* with 549 tons and 8 ninety-fifths of a ton.

A new era opened with the year 1846.

A new era opened with the year 1846, since we find in the Record Books the first reference to steam-driven vessels, when the American barque *Jane Ross* of 407 tons was taken in tow by a steamboat to the port of London; two more vessels of 398 and 649 tons respectively were also towed into London by the same motive power.

The year 1848 notes the appearance of still larger vessels, the *Independence* of 732 tons, the *Vic-* of 868 tons and the *Prinee Albert* of 880 tons—all American, from which time on there was a steady increase in the size of vessels.

How almost unendurable the conditions of life on board ship must have been at the beginning of the 19th century, would appear from the fact that desertions of 25 per cent of the crew and over were not uncommon, despite the terrible penalties exacted for this act, in case the culprit were captured!

How seamen's wages were regulated at the period can be seen from the specimen account of wages of the American ship *Mount Hope* of February 13th, 1911:—

The Master	$60 a month
First Officer	$35 " "
Second Officer	$30 " "
Third Officer	$25 " "
Boatswain	$22 " "
Carpenter	$24 " "
Carpenter's Mate	$19 " "
Steward	$20 " "
Cook	$20 " "
Blacksmith	$12 " "
Seaman	from $8 to $20 " "

The seamen's wages probably included those of "Ordinary Seaman," although no distinction is made in the list. Of the total crew-number of 46, ten are entered as "deserted" after receiving "advances in wages" ranging from $10 to $30. These wages compare, comparatively favorably, with those of the *Naney Pendleton* of 1877, when a "seaman" received only £3.0.0. a month and an A.B. £7.0.0. a month, taking the higher cost of living into consideration.

The fees charged for surveying ships must have been low, to judge from the fact that for the *London Paeket* stranded on the Isle of Dogs in 1831, only six guineas was charged and for the *Charles,* for an "extensive survey" in 1841, only five guineas; in another case the cost of survey plus extensive repairs was only £80.10.0.—what would the cost be today?

As regards the sale price of ships one may note that the *Powhatan* was offered at £10,000, and £1750 in English and $24,500 in American money obtained for her in 1809, Consul Lyman giving his permission for the vessel to be provided with ammunition and two guns for her voyage to the United States. This price was considered high for the time.

That travelling by sea in the first quarter of the 19th century was not the comfortable trip it is usually nowadays, may be gathered from the voyage from Boston to London in February 1824 of the

(*Continued on page* 470)

The Last Voyage of the ZamZam

By DuWayne G. Clark,
Assistant Commercial Attaché, Madrid

BEFORE the latter part of the month of May of this year, the casual mention of the word *ZamZam* would probably have suggested to most people that a special firecracker had been invented or that outdoor amusement parks would shortly be equipped with a new apparatus guaranteed to partially break the neck and produce quantities of black spots before the eyes. However, by now everyone knows that the *ZamZam* was an Egyptian-owned vessel, named after a holy well outside Mecca, which had before the war been exclusively used for the transport of Mohammedan pilgrims from Egypt to Mecca, and that her voyage from New York ended in the South Atlantic, when she was attacked and sunk by a German raider.

When the *ZamZam* left the port of New York in March, she had just ended her first visit to the United States. Her passengers numbered some 204 souls and among these were included 138 Americans, 25 of whom were children ranging in age from one to 12 years. There were on board American missionary families totaling some 65 individuals on their way to different parts of Africa, and the passengers also included 24 American ambulance drivers who were being sent to Africa by the British-American Ambulance Corps. After calls at Trinidad and Pernambuco the *ZamZam* started across the South Atlantic for Capetown, and it was in this southern sector of the Atlantic that she was attacked by the German raider on April 17. The raider was apparently a converted Norwegian diesel merchantman and was travelling under the name of *Tamesis* at the time of the incident.

After the passengers and the crew had been aboard the raider for approximately 36 hours, contact was made with a German merchant vessel, the *Dresden*, which apparently had run the blockade from the port of Santos, Brazil. The involuntary guests of the raider were transferred to the *Dresden* and were on board that vessel from the afternoon of April 20 until May 20, when they were landed at St. Jean de Luz in occupied France.

During this time it had been impossible to communicate in any way with any outside party, and it is, consequently, not surprising that the British Government was finally forced to the conclusion that the *ZamZam* had been lost with her passengers and crew.

As soon as the American members of the passengers' list had been landed at St. Jean de Luz, the *Dresden* proceeded to Bordeaux, where the remainder of the passengers and the crew were discharged. The Americans were transferred to Biarritz, and it was only upon their arrival at that city that word became available regarding the whereabouts and the condition of our nationals.

The Madrid Embassy entered upon its part of the *ZamZam* story on the evening of Wednesday, May 21, when a copy of a telegram from the Embassy at Vichy to the Department was received. This message, which quoted one from Consul Waterman at Bordeaux, reported the arrival of the Americans and stated that the Consul would leave immediately to do whatever he could to assist them. It seemed reasonable to suppose that these people would be evacuated through Spain and Portugal, and it was in anticipa-

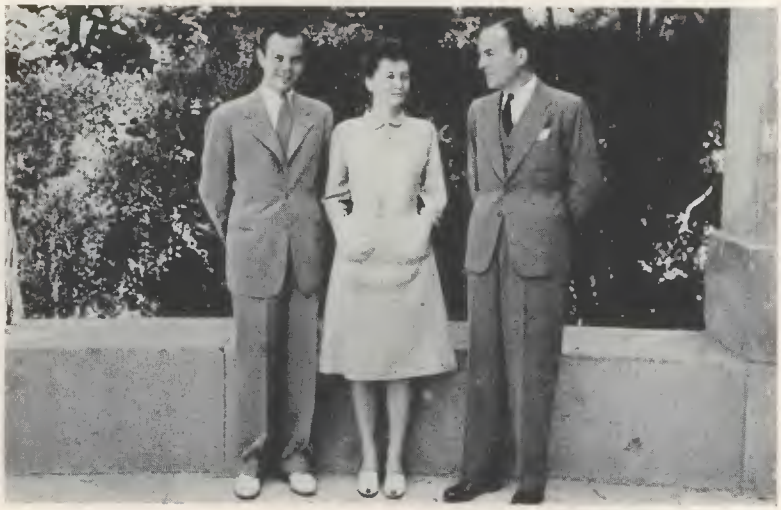


Photo by E. T. Crain, Madrid, June, 1941

Left to right, George W. Poland, Jr., Private Secretary to the Ambassador, Miss Theresa Welch of the Embassy, and DuWayne G. Clark, Assistant Commercial Attaché, photographed in the Embassy grounds upon their return from the French-Spanish frontier where they assisted the survivors of the SS. *Zam Zam*.

Miss Theresa Welch (second from left) of the Madrid Embassy leading a group of *ZamZam* survivors to a hotel in San Sebastian where they rested for a few hours before proceeding on the rail journey across Spain.

tion of this prospective plan that Ambassador Weddell sent two Embassy representatives, the writer and George W. Poland, Jr., the Ambassador's private secretary, to San Sebastián. Several days of waiting were necessary before it was possible for the Embassy to obtain permission from Berlin for the issuance of an *ausweis*, but on Saturday, May 24, permission was granted and the two Embassy representatives immediately proceeded to Biarritz. The passengers on the whole were found to be in quite good physical condition and in reasonably good spirits, but many were badly in need of clothing. Unfortunately, for the purchase of cottons and woolens, shoes and similar articles, *bons* were necessary, and it proved to be impossible to obtain these. A consignment of 25 coat-sweaters, which Mrs. Weddell had provided, proved to be most acceptable, as did a shipment of clothing of all types sent from Paris by the Friends Committee.

Nine of the passengers had lost their passports and others, in escaping from the *ZamZam*, had been in the water for some time and the photographs on their passports had either become ungummed or had become unrecognizable. Consul Waterman at Bordeaux and his staff, as well as the American Consular Agent in Biarritz, performed miracles in remedying these deficiencies, and by Wednesday, May 28, it was reasonable to presume that the Americans could be evacuated according to plan within several days. The Embassy in Madrid had made arrangements with the Spanish authorities for the passage of these people through Spain on a blanket visa, and the Legation at Lisbon had made similar arrangements with the Portuguese Government.

It was only on Friday, the day preceding the evacuation, that it was learned that the German Government in Berlin refused to permit the evacuation of the ambulance drivers. As partial compensation, however, it had been possible to obtain permission for the evacuation of the American wife and child of a Canadian citizen who had been taken to Bordeaux.

The German authorities on the morning of May 31 delivered to the Embassy representatives at the frontier station of Hendaye 119 persons who had undergone great hardships, and who were for the first time in many weeks at last moving towards comparative safety and tranquillity. By that time the Embassy had despatched, as a further assistant, Miss Theresa Welch, and the American Red Cross Commission to Spain had also sent two of its men, Mr. Nathaniel C. Wilson and Mr. Charles Carr, all of whom did effective work.

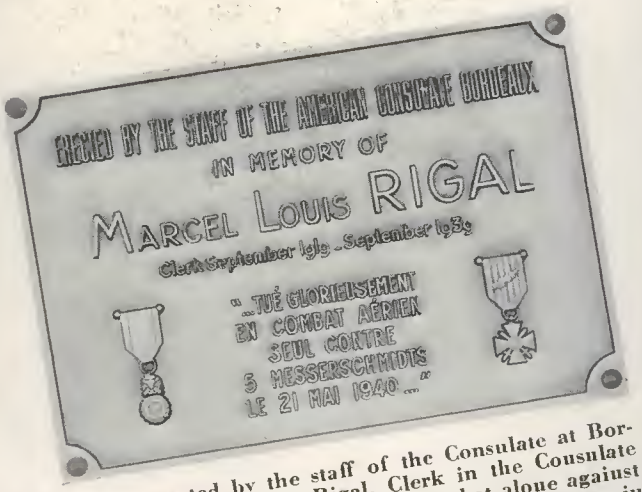
The refugees were transported from Hendaye to

(*Continued on page 469*)

American Consulate Bordeaux

(Closed as of July 15, 1941)

Pictures Courtesy Consul Henry S. Waterman



Plaque erected by the staff of the Consulate at Bordeaux to Marcel Luis Rigal, Clerk in the Consulate for 20 years, who died in aerial combat alone against 5 Messerschmitts on May 21. This plaque hangs in the entrance office of the Consulate. See photograph, lower left.

Above: The entrance of the Consulate at Bordeaux which, during the evacuation, was packed with Americans. They would hardly recognize the empty corridors—the beauty of which they had little opportunity or space to admire. The building, which has housed the Consulate for the past four years, was the old Pigano Bank of Bordeaux. Downstairs were the accounting offices and upstairs the apartments of the Pigano family. The building is rated by the French Government as an historic monument.

Below: Entrance Office of the Consulate

STAFF OF THE CONSULATE, BORDEAUX, MAY 5, 1941

Seated, left to right: Vice Consuls W. E. Hagerman, E. A. Masuret, B. G. Rogers, F. Cussaus, Consul Henry S. Waterman.

Standing, left to right: Clerks F. A. Keller, Miss M. A. Knapp, J. R. Ardichen, Miss M. Goujon, Mrs. S. Hardy, Messenger M. Arthaud, Janitress Mrs. M. Penna, Clerks Miss W. Muller, J. D. Kiernan, Mrs. H. F. Gabillon, Messenger J. Clion, Clerk Mrs. P. Sire. Vice Consul Lawrence W. Taylor left the day before the picture was taken.

New Drugs for Old Diseases— The "Sulfonamides"

By W. H. SEBRELL, M.D., *Chief, Division of Chemotherapy*
NATIONAL INSTITUTE OF HEALTH
As told to
EDWIN NEFF, *M.S., Division, Sanitary Reports and Statistics*
United States Public Health Service

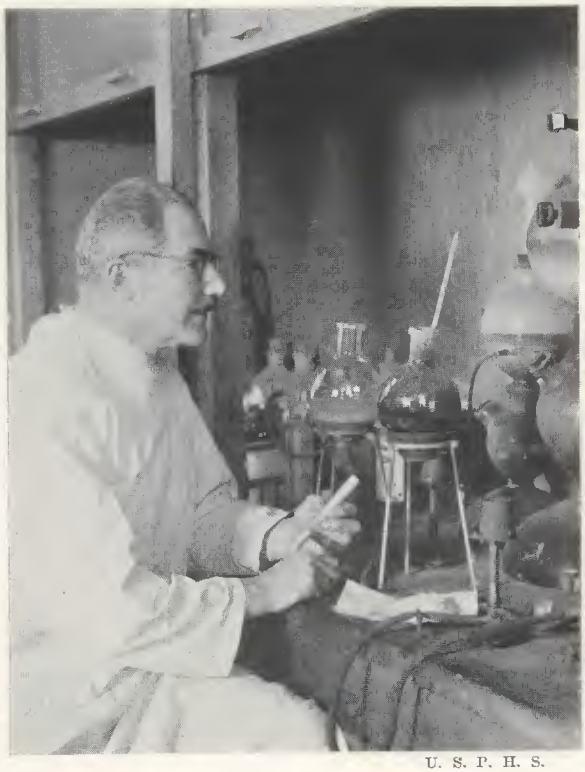
TODAY in England a German drug is healing wounds caused by German bombs.

The drug is sulfanilamide. Sprinkled like talcum powder or laid deep within the wound in crayon-like sticks, sulfanilamide prevents and heals gas gangrene and a list of other infections that used to mean amputation. The same drug helps preserve stored blood for transfusions.

When the war is over, a host of English veterans will owe sound limbs to the laboratories of their enemy's nation. That is one of the ironies of science.

It is also ironical that most of the two score uses for sulfanilamide and most of its large family of useful derivatives were developed by French, English, and American scientists.

Even before the present war, sulfanilamide was known to most practicing physicians—but its value had slow recognition. Actually, sulfanilamide was synthesized as early as 1908 by P. Gelmo, a student at the Vienna Institute of Technology. Other German chemists prepared red dyes from the drug the following year when they discovered that the protein molecules of wool intimately united with the drug. No one suspected its medicinal value.



U. S. P. H. S.

Preparing the organic sulfur compounds which may be useful for the treatment of bacterial infections. Dr. Hugo Bauer, Research Associate.

During the next years several scientists noted that the dyes killed bacteria, but nothing came of their experiments.

In 1933 came the strongest hint up to that time. A Doctor Foerster on Christmas Eve read a paper before the Dusseldorf Dermatological Society revealing that one of the sulfa dyes, then known as Streptozon, had cured a child of a deadly staphylo-German chemical firm. But there was no one outside Germany with "a careful eye on the German literature," and still the world — and most of Germany—slept.

Gerhard Domagk, a German chemist, made the most startling announcement on the new product in 1935. He had had perfect results with Prontosil in mice infected with streptococcus hemolyticus, a fatal blood disease. All the mice given Prontosil lived; all the mice not given Prontosil died. Domagk's experiments, strangely, had been performed in 1932, but were not published until three years later.

Domagk's paper got international attention. His experiments were verified in France and England. The same year, Doctor A. Ashley Weech of Babies Hospital, Brooklyn, used Prontosil for a patient with an infection of the meninges. He was the

first physician to use Prontosil in America. The following year Prontosil was successfully used in Queen Charlotte's Hospital in London against childbed fever. Trefouel, Nitti, and Bonet, working at the Pasteur Institute, showed that Prontosil owed its action to sulfanilamide, which was a part of the Prontosil molecule.

U. S. P. H. S.

Examining the curative action of "sulfonamide" drugs used in the treatment of infectious diseases. Dr. Sanford M. Rosenthal, Senior Pharmacologist.

The same year serious laboratory and chemical research began in this country. Until 1936, however, there had been no mention of the magic Prontosil in the Journal of the American Medical Association.

Doctors Perrin Long and Eleanor Bliss of Johns Hopkins University first put Prontosil and sulfanilamide to a careful clinical test in this country. Their enthusiastic report did much to introduce its use in America. Doctor Sanford Rosenthal of the United States Puhlic Health Service was the first to note that sulfanilamide was effective in certain types of pneumonia in micc. Doctor E. K. Marshall at Johns Hopkins made important contributions to the behavior of sulfanilamide in the body, and put its clinical use on a more scientific basis. Immediately began a paradc of new sulfa compounds, a dramatically lengthening list of discases they cured.

But here, too, began something else. A few years after the original report by Domagk in 1935 on Prontosil, sulfanilamide derivatives were introducecl in many countries with only slight knowlcdge of their value and cven less knowledge of their danger.

Physicians everywhere found that largc doses of the new drugs produced severe and sometimes fatal reactions in their patients. Drug poisoning became a grim specter to chill the first wild enthusiasms over the "wonder drugs."

Medicine paused to remember an old, old lesson —never act in haste. With the new drugs the usual procedure had been exactly turned around. Patients were being dosed before the drugs had been adequately tested on animals. The official apology was this; these new drugs seem so brilliantly effective against hitherto stubborn bacterial infections that their use is justified; their danger is less than that of the infections. It is hard to wait months for experimental background when there is a chance of immediately saving lives.

Suddenly fate provided the *deus ex machine* for this dilemma. In September and October of 1937, 76 persons died from a preparation of sulfanilamide dissolved in diethylene glycol. It was soon proved that the diethylene glycol caused the tragedy and not the sulfanilamide, but the lesson was clear. The so-called "Elixir of Sulfanilamide" had been rushed on the market by a commercial chemical firm without tests. It could happen again.

Quickly, United States Government scientists and organized medicine persuaded Congress to pass the new Food and Drug Act; the commercial firm was heavily fined after conviction through a loophole in the old act. A new and more cautious era in drug therapy began.

Out of the welter of sulfa drugs the Food and Drug Administration and the Council on Pharmacy and Chemistry of the American Medical Association have approved only four—sulfanilamide, sulfapyridine, neoprontosil and sulfathiazole. Only these four can be marketed. It is significant that not even today can anyone say how these approved drugs work, what their exact dosage should be, and exactly what toxic effects can be expected. Enough is known, however, so that they are safe in the hands

of conscientious physicians.

Indeed, this foursome is marking up a sensational record of effectiveness together with reasonable safety when expertly used. In the December issue of the New York Academy of Medicine's Bulletin, Doctor Long lists nearly 40 infections for which sulfanilamide is effective and a dozen more for sulfapyridine and sulfathiazole. His estimates are most conservative.

The classic use of sulfanilamide is against the blood infection caused by streptococcus hemolyticus; other uses include scarlet fever, pneumonia, infections of the ear, abscesses, gas gangrene, trachoma, and impetigo.

Sulfapyridine is of most value at present for pneumonia, better and safer than sulfanilamide. Peritonitis, mastoiditis and staphylococcal infections also respond well to sulfapyridine.

Sulfathiazole is giving its most brilliant results with gonorrhea and pneumonia. It is much more effective, much less toxic than sulfanilamide. United States Public Health Service physicians believe that gonorrhea could be eliminated as a public health problem within a few years through the use of this drug if an adequate program were developed.

Sulfathiazole and sulfapyridine have spectacularly reduced pneumonia deaths. Since 1937 pneumonia deaths in America have been cut in half. Part of the credit, of course, belongs to the development of highly effective serums; these and the drugs, often combined, have revolutionized pneumonia treatment. Formerly there was little medicine could do against this disease. The patient fought 90 per cent of the battle.

Although only four sulfa drugs have been placed on the market, there are scores under test in laboratories throughout the country. And if the wonder foursome seem to cover many bacterial infections, there are still syphilis, tuberculosis, malaria, typhoid fever, cancer and the virus diseases including the common cold against which they have no effect.

And there still remains the large and very embarrassing question of the sulfa drug's mode of action. Research has hardly more than begun.

The fact that this question has not yet been answered is characteristic of the extreme difficulties with which the science of chemotherapy must deal. By definition chemotherapy is the treatment of sickness with chemicals. But its meaning is deeper—chemotherapy must find specific chemicals for specific diseases. A direct relation between the disease organism and a particular drug must be established. The great Paul Ehrlich of Germany fathered this science when he found that arsphenamine attacked the syphilis organism . . . WITHOUT KILLING THE PATIENT. This rule is the complicating factor of chemotherapy. The chemical must not only be specific for the germ, but it must not kill or severely injure the patient.

Unfortunately there is no formula by which these things can be determined in advance. Chemotherapy today, as it was in Ehrlich's day, is still empirical—still trial and error. A scientist does not sit down with pencil and paper and figure out that a certain drug will kill a certain germ while leaving the patient unharmed.

Typically he discovers by accident a drug which kills a germ, then he stuffs the drug into experimental animals infected with the germ—and watches. If the animal dies, the pathologist can tell whether the drug or the germ killed it. In either case the chemotherapist must try again. If the animal lives, the chemotherapist congratulates himself and wonders how the drug works. If further tests verify his results, the drug is put on the market with everyone still in the dark.

So it is today with sulfanilamide. Apparently the drug inhibits the growth of the organism in the body and permits the defenses of the patient—the white blood cells—to resist the invasion. One theory is that sulfanilamide may cause hydrogen peroxide to accumulate within the bacteria, eventually killing them. Without the action of the drug, the bacteria would eliminate the hydrogen peroxide before it reached killing concentrations.

Fields and Woods, two English scientists, started with the proposition that para-amino benzoic acid is essential to bacteria somewhat as vitamins are essential to humans. They noted that the chemical structure of sulfanilamide resembles that of the para-amino benzoic acid. Perhaps the bacteria can't distinguish between the two, and take in the sulfanilamide instead. They die of "starvation" for the benzoic acid. As this is written, there is much sympathy for the English theory among American scientists.

Even with the drug accepted for marketing, there is still room for research. Sulfanilamide is often poisonous. When a doctor gives a patient this drug, he never knows what may happen. The patient may vomit, suffer extreme dizziness, or break out in a rash. He may feel intoxicated, or very very sick. He may turn blue. He may die. Mild symptoms of poisoning are expected in about 70 percent of patients given sulfanilamide. A good physician is always on the watch when giving this drug. If the symptoms become serious he must make one of the decisions which ask so much of a doctor; he must decide whether death is more likely to result from the disease or the drug. He may have to continue the drug and fight its effects with blood transfusions.

(*Continued on page* 466)

GLIDERS

Prepared by the Public Relations Branch of the Navy Department

THERE is no mistaking the fact that the glider is the fore-runner of the present-day heavier-than-air craft. The Navy in recent years has experimented considerably with gliders, and some years ago used this motorless plane for pilot training.

Only a short time ago, the matter of the establishment of a Civilian Glider Pilot Training Division in the Civil Aeronautics Authority, and for other purposes, was referred to the Navy Department by the Senate Committee on Commerce. The Navy Department, however, made no recommendation for the establishment of the division for the fact that there was not then an appropriation covering such a proposed expenditure.

Some years ago, the Navy Department authorized glider pilot training at the Naval Air Base, Pensacola, Florida. A number of officers and enlisted men were assigned to the glider school, and experiments were carried out on a limited scale. This training finally was abandoned, as it had no direct bearing on the type of training at that time in progress in heavier-than-air and powerful motored craft.

Since the successful use of gliders by the German air force in landing troops at Crete and in other parts of the world, ranking Army and Navy officers have been spurred to greater attention of the possibilities of gliders in America. Only recently, it was announced that several Army officers were to be assigned to glider instruction, and, on June 10, 1941, the matter of gliders as a component part of the Army and Navy air arms again was in Congressional hearings.

A number of Naval Officers long have been interested in and have experimented with gliders. Commander Ralph S. Barnaby, U. S. Navy, who wrote the book, "Gliders and Gliding," believes that gliders should be given more attention in our present National Defense Program. Commander E. F. McDonald, Jr., U. S. Army, also has written extensively on the glider. The latter officer recently said in part:

"More than a year before the Wright Brothers launched their motor-powered airplane, they made a successful flight without a motor. Their glider flew a distance of 2,021 feet . . ."

Commander McDonald pointed out that gliding and soaring teaches a pilot how to take advantage of natural air phenomena to assist him in flight. He also said that "Gliding develops 'bird brains'."

Captain Eddie Rickenbacker, World War aviation ace, is a strong believer in gliders and soaring training. He recently remarked: "If we teach our youngsters to soar, the future of American aviation will take care of itself."

There is no doubt in the minds of many ranking officers, in both the Army and the Navy, that gliding will be given far more attention in the immediate future than it has in the past few years.

With increasing interest in gliders and gliding in America, the Civil Aeronautics Authority has given an approved type certificate to a two-place all-metal sailplane, the Schweizer Model SGS 2-8.

This model is credited with two records — a national distance record of 217 miles, and a world's altitude record of 20,000 feet above sea level. This sailplane now is in production at Elmira, New York, by the Schweizer Aircraft Corporation, and specification performance data for the model SGS 2-8 are: Wing span, 52 feet; overall length, 25 feet three inches; overall height, six feet 10 inches; wing area,

214 square feet; empty weight, 460 pounds; allowance load, 400 pounds; sinking speed, 2.5 feet per second; gliding ratio, 23.5:1; design tow speed, 80 miles per hour; placard speed, 72 miles per hour.

Training men to fly gliders is similar to the training of heavier-than-air pilots of motor planes. The glider has the same controls as has the motor plane, except for the throttle, and the first lessons in glider flying are taken on the ground. The student pilot operates the aircraft from a pilot seat, with safety belt attached to the craft, but is not ready to solo for some time.

The glider is attached to a towing car by a long line. The towing car moves at a pretty fast clip, enough to allow the pilot to operate the controls, and the ship can be raised into the air at will, but at first only for low altitude — probably not higher than 10 feet. The pilot is instructed in keeping the plane on a level keel, and in a straight line behind the tow car. This method of instruction is kept up until the instructor is satisfied that the student can handle the plane in the air. It usually takes a student about 20 to 50 tow flights before he is allowed to let go the towing machine.

As the student becomes more proficient, his altitude is increased, with proper signals being learned to let go the tow line. As landings are made, the pilot on subsequent flights is instructed in turns, banks, and general operating of the sailplane. After learning the feel of free flying, the straightening of the ship in wind currents is practiced, turns are made, and the science of "cheating" to keep his altitude, all go to make an efficient glider pilot.

After about 10 hours of instruction, the student is ready for solo, climbing ridge currents, all the while watching for downdrafts. He is instructed in various air currents, and told that gliding varies in many parts of the country. The pilot must watch clouds, birds in flight, the topography of the country over which he is soaring, and as he gains experience he soars to greater heights.

Those who know gliding declare that it is excellent training for military and commercial pilots.

There are more than 2,000 glider pilots in the United States today and there are a number of concerns manufacturing gliders. The National Glider Association was formed in 1928. In 1930, gliders were released from dirigibles, and one glider was towed from Los Angeles to the Atlantic coast by an airplane.

It is natural that the greater the wing-spread of the glider, the greater the lifting power. Characteristics of the American gliders differ, as they do in any other nation. For the ordinary training glider, the following characteristics are of interest:

Weight, empty	175 to 200 lbs.
Weight, with 170-lb. pilot	345 to 370 lbs.
Wing area	160 to 180 sq. ft.
Wing loading	2 to 2.2 lbs./sq. ft.

Official photograph, U. S. Navy

Glider in action at Corry Field

Span	32 to 40 ft.
Best gliding speed	25 mi./hr.
Landing speed	15 mi./hr.
Sinking velocity	4 to 5 ft./second
Glide	8 to 1

Gliders have been built in the United States to carry four passengers, and it is not unusual for three people to go soaring at the same time in the same plane. Tests have been made with gliders recently to 1,000 pounds capacity. These tests prove that the capacity of the glider is virtually unlimited, provided the greatness of the wing-spread provides the lift.

Gliders now are in use in other countries that carry as many as 20 troops. These gliders, for the most part, are towed to near the landing field by airplanes, and let go. They then are on their own" in setting the plane down on the designated field, or if no landing field, select the best landing spot.

Official photograph, U. S. Navy

Lieutenant Hopkins flying a Glider at Corry Field

The following is an extract from the *Army and Navy Journal* of June 14, 1941:

> Experiments being conducted by the Navy capable of carrying both men and supplies were explained this week to the Aeronautics sub-committee of the House Naval Affairs Committee, which is headed by William H. Sutphin, New Jersey.
>
> Commander Ralph S. Barnaby of the Naval Aircraft Factory at the Philadelphia Navy Yard, told the committee that both types of gliders are being constructed but was excused from further details when he said the information is confidential. He said the troop-carrying gliders are expected to prove especially valuable to the Marine Corps. The present project is small and is still in the experimental stage, the witness indicated. Glider training has not been given to naval aviation cadets since 1935, Commander Barnaby testified.
>
> The Committee was told by Colonel Edward S. Evans, Detroit, glider enthusiast, that troops could be transported across the entire United States in a short time with a small number of power planes. He urged encouragement of amateur gliding organizations and declared that Germany and Russia are far ahead of this country in developing gliders and training glider pilots.
>
> The Army also is experimenting with gliders according to testimony given by Brigadier General Oliver P. Echols, Chief of the Materiel Division of the Air Corps, before the War Department Sub-committee of the House Appropriations Committee during hearings on the Army Supply Bill. General Echols said the Army is now buying about 30 gliders of different types and added: "We expect to buy a large quantity of gliders if our present investigation warrants. We are now sending a large number of officers to the various commercial glider schools." No appropriation was asked by the War Department for gliders in

(Continued on page 445)

The New Consulate General in Capetown

By James Orr Denby, *American Consul*

ON January 1, 1941, the Consulate General in Cape Town was moved across St. George's Street, from quarters occupied for over 30 years, into a new building.

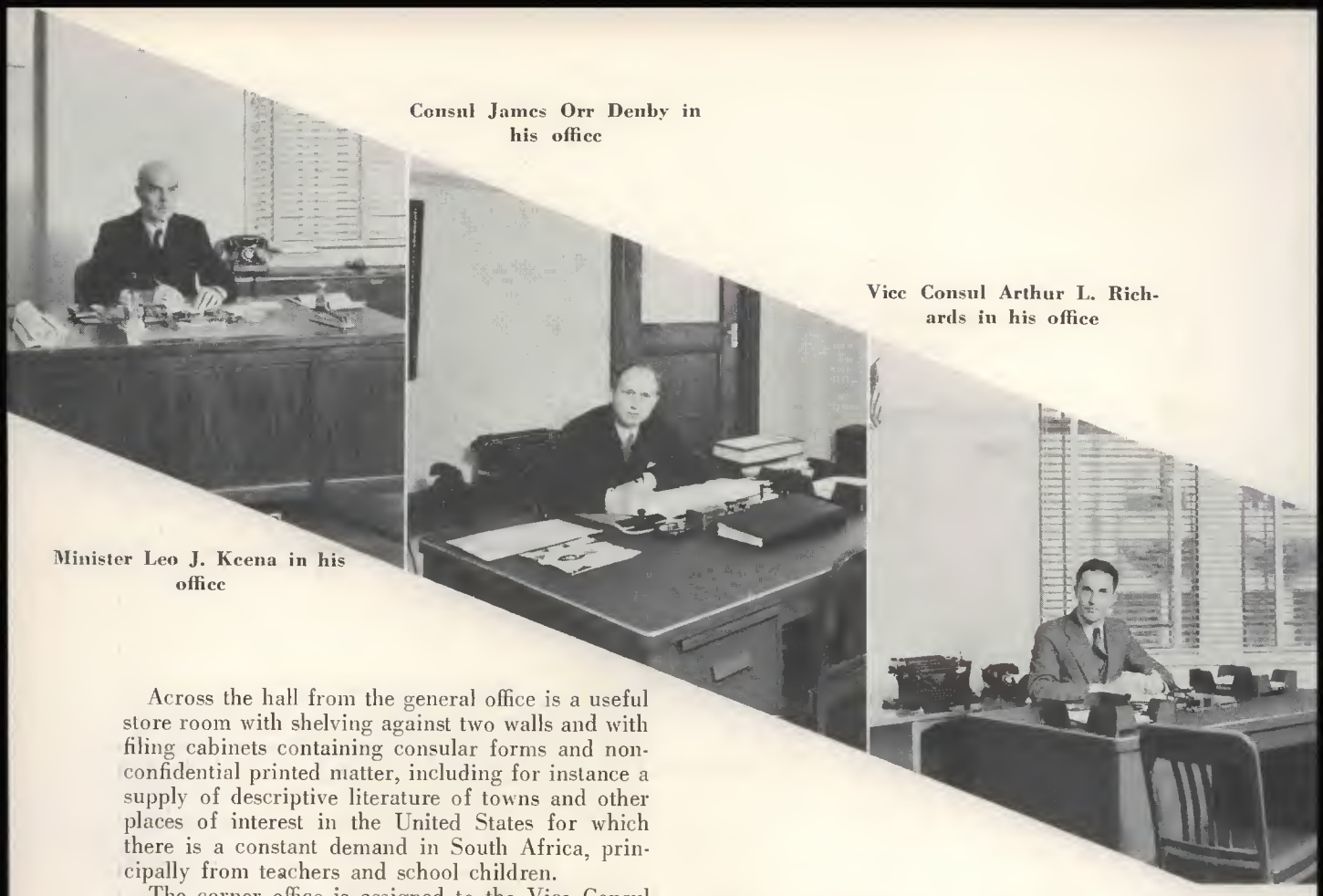
A needed increase in space and a better lay-out was achieved by the change with an improvement especially in respect of the Legation section of the Consulate General — for, in a curious reversal of the accustomed order, a Legation Chancery forms, in Cape Town, part of the Consulate General.

The building, of cast stone a pleasant greyish brown in color, with a base of polished Parys granite under a broad canopy, is, in appearance, a synthesis of old and new architectural styles, having classic dignity in brilliant combination with the functional beauty of clean modern lines. Located in the center of the business and banking district, with American air-conditioning arrangements and similar advanced equipment mostly supplied from the United States, it is outstanding among a number of other fine buildings erected in Cape Town in the last two or three years, to grace a city moving quickly to its recognized destiny as one of the half dozen great sea ports of the world.

Among the tenants, all of whom were accepted with an eye to substantiality and permanence, are agencies of the South African Government, a bank, and the head office in South Africa of the Caltex Company.

The Consulate General occupies a suite of offices on the fourth floor, in the form of a right angle. One enters directly into a General Office, a bright business-like room partitioned by bookcases into three sections. On the extreme left, as shown in the architect's drawing, sufficiently remote from the public but at the same time conveniently accessible, is the section devoted to the files. The office telephone switchboard, a table for assembling reports, and the two office safes, are in this part of the room. Here also is a vault 8′ x 6′ in size, with shelves extending from floor to ceiling, where the bound volumes of correspondence of previous years and other records are stored. Likewise kept in the vault is pouch equipment and mail awaiting steamer connections, since the Consulate General is entrusted with the duty of receiving and dispatching incoming and outgoing pouches exchanged between the Department and its Foreign Service establishments in South Africa, as well as in a number of other places on the African continent.

CAPE TIMES BUILDING, CAPETOWN
The fourth floor is occupied by the Consulate General



Consul James Orr Denby in his office

Vice Consul Arthur L. Richards in his office

Minister Leo J. Keena in his office

Across the hall from the general office is a useful store room with shelving against two walls and with filing cabinets containing consular forms and non-confidential printed matter, including for instance a supply of descriptive literature of towns and other places of interest in the United States for which there is a constant demand in South Africa, principally from teachers and school children.

The corner office is assigned to the Vice Consul who thus on the one side has supervision over and easy access into the general office and on the other side direct contact with the Consul.

Running parallel with the office of the Consul is a private corridor leading from the General Office into the Legation section of the Consulate General, consisting of a room for the Legation clerk through which entrance is effected into the Minister's office.

The novel arrangement whereby a Legation chancery should form part of a consular establishment arises from the fact that there is more than one capital in South Africa. In 1911, when Union was achieved among two former Boer Republics and two British Colonies, several cities felt they had the right to be chosen as the seat of a central government and by way of compromise between conflicting sectional claims, the administrative capital was placed in Pretoria while Cape Town, as the oldest European settlement in the country and as the "Mother City of South Africa," was given the Parliament and became the legislative capital. The Appeal Court was located roughly half way between Pretoria and Cape Town, in Bloemfontein, which became the judicial capital.

This dispersal of governmental functions found its justification at the time in that, paradoxically enough, it paved the way to Union but, as the years go by, it is making necessary, as may be imagined, much travel from one part of the country to another on the part of South African government functionaries.

The Governor General, at the top of the list, is probably the most peripatetic of them all, with official residences in the three capitals and a fourth official residence in Durban. Under him, the members of the cabinet and the heads of departments generally omit Bloemfontein and Durban from their schedules and content themselves, for the most part, with shuttling back and forth across the 1,000 miles of veld between Pretoria and Cape Town.

The Government moves from Pretoria to Cape Town when the legislature is in session, which is about six months of the year. The foreign Legations follow the Government and when the American Minister takes up his annual residence in Cape Town the Consulate General provides him with a chancery.

While more suitable now in the new building, the provision made for him before left much to be desired. In the beginning, that is to say when the Legation was established in 1930, there was merely available for the use of the Minister a restricted space in the box room of the Consulate General

where his desk was surrounded by stacks of brown paper packages containing mouldering archives. An unshaded electric light bulb furnished illumination to augment daylight penetrating fitfully from an inner court. From this gloomy chancery flowed for seven years a steady stream of serene and graceful diplomatic communications, furnishing, it seems to me, an illustration of a nice triumph over uninspiring surroundings.

A change, constituting a modest step in the direction of greater adequacy, was made in 1937. The Legation chancery was moved in that year to such space as was available at the time, namely a larger outside room, not encumbered with archives, but rather unpretentiously located at the end of a public corridor between a men's wash room and the office of a masseuse and beauty consultant.

Then, finally, as from January 1, 1941, the office was set up in its present quarters in the new Cape Times Building. The furnishings are in mahogany for the Legation rooms, while for the Consulate General much admired green steel furniture was supplied by the Department.

The Legation staff was recently added to by the appointment of a Naval Attaché who arrived in February, 1941, and who established his headquarters in Cape Town. His office is in room which fortunately were available adjoining the Consulate General.

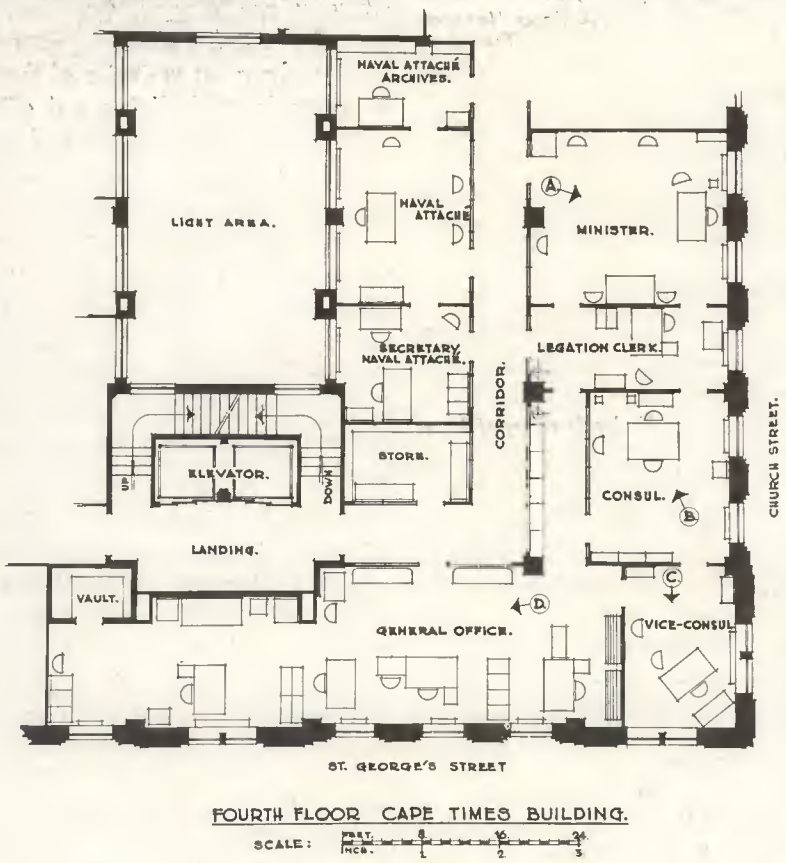
IN MEMORIAM

BOYLE. Lewis V. Boyle, Consul at Agua Prieta, died on June 30 at San Diego, California. Mr. Boyle was assigned to Agua Prieta December 16, 1929, having served previously at Tahiti, Lourenco Marques, Durban and Le Havre.

BLOOM. Mrs. Sol Bloom, wife of Representative Bloom, who is chairman of the House Foreign Affairs Committee, died on June 24 in Washington, D. C. Mrs. Bloom was well known to many members of the Foreign Service.

SACKETT. Frederic M. Sackett, former Ambassador to Germany, died on May 18 in Baltimore, Maryland.

PROBST. Peter Probst, for 20 years assistant at the Basel Consulate, died on May 20 at Basel.



Architect's drawing of the offices

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EDITORS' COLUMN

A Democratic Foreign Service

At a time when there is some public discussion of plans of other countries to make their Foreign Services democratic, that is representative of their countries as a whole rather than of a particular class, it is interesting to take a look at the American Foreign Service with a view to seeing whether it is democratic in this sense.

It is well known that the Service is made up of men from every part of the United States. Formerly prevailing opinion notwithstanding, American diplomatic and consular officers are not predominantly from the "fashionable" schools and colleges but rather are graduates of all types of such institutions in all parts of the country. (See editorial on statistics on college graduates in the Foreign Service in the JOURNAL for June, 1940.)

While there is a leavening of wealthy men in the Service, the great majority of them have no other resources for their living and official entertaining expenses than their salaries and allowances.

But perhaps better tests than any of these indications that the American Foreign Service truly represents the people of the United States are found in the fact that its membership includes not only practically every racial stock and religion of the country but, equally significantly, when the previous callings of the members are surveyed it is found that the pursuits included nearly our entire occupational field in every category from "high to low."

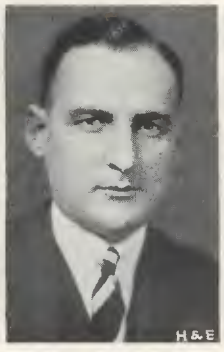
Among the jobs held by Foreign Service Officers prior to their entrance into the Service (to mention only a few) were construction worker, rancher, social worker, clerk, lawyer, teacher, soldier, sailor, ambulance driver, journalist, paymaster, railway clerk, hotel worker, architect, platform superintendent, court reporter, real estate agent, floor manager in department store, research specialist, bank employee, transportation agent, secretary to Congressman, and stenographer. This is a formidable list but one really representative of the ordinary occupations of the American people.

News from the Department

By REGINALD P. MITCHELL, *Department of State*

Nathaniel P. Davis, who has served as Chief of the Division of Foreign Service Administration for the last four years, concluded his duties on July 12. He and Mrs. Davis left Washington on leave which they planned to spend principally at Lake George, New York. They planned to return to Washington in September where Mr. Davis will be on consultation in the Department for a brief period before proceeding to the field as a Foreign Service Inspector.

N. P. Davis



Monnett B. Davis

Monnett B. Davis, until recently Consul General and First Secretary at Buenos Aires, assumed his new duties as Chief of the Division of Foreign Service Administration on July 12, immediately upon arriving in Washington from Buenos Aires. Mr. Davis, Mrs. Davis and their 16-year-old son, Tom, made the trip from Buenos Aires by plane via Santiago, Lima and the Canal Zone, arriving in Miami on June 30.

John M. Cabot, Second Secretary at Guatemala, began a temporary Summer detail in the Division of the American Republics on July 3 following leave taken at Cohasset, Massachusetts, with Mrs. Cabot and their three children, Majorie, eight years old, John, six years old, and Lewis, three years old.

J. Kenly Bacon, Second Secretary and Consul at Port-au-Prince, began a temporary detail of approximately one month in the Division of Current Information on July 1 while on leave, at the conclusion of which he planned to return with Mrs. Bacon to Port-au-Prince in August.

Alan N. Steyne, Second Secretary and Consul at London, concluded a detail of one month in the Division of Current Information on July 2 and left for New York City on the following day to attend conferences in connection with his work at London. He planned to have left for his post by mid-July.

Bernard C. Connelly, Vice Consul at Karachi, accompanied by Mrs. Connelly, arrived at New York City on June 30 on the S.S. *President Hayes* from Bombay via Capetown and Trinidad en route from Karachi on home leave. Mr. Connelly visited the Department on July 2 and 3 and joined Mrs. Connelly at the home of her parents in Tiverton, Rhode Island, preparatory to beginning a Summer detail as one of the "watch officers" in the office of the Secretary.

Eric C. Wendelin, who has served in the Division of European Affairs for the last four years, concluded his duties there on July 14. He planned to spend about two weeks on consultation in the Di-

vision of the American Republics and about two weeks on leave preparatory to sailing from New York City about August 15 with Mrs. Wendelin for his new post as Second Secretary and Consul at Buenos Aires.

E. C. Wendelin

E. M. Groth

W. Perry George, until recently Consul at Bareclona, arrived at New York City on June 24 on the S.S. *Exeter* from Lisbon en route from Barcelona. He registered at the Department two days later and on July 7 assumed his new duties in the Division of European Affairs.

Donald R. Heath, until recently First Secretary at Berlin, visited the Department for several days beginning on July 1 following his arrival at New York City on June 30 on the S.S. *Excalibur* from Lisbon en route from Berlin. He was accompanied by Mrs. Heath and their son, Donald, Jr., 13 years old. They planned to sail August 1 for his new post as First Secretary and Consul at Santiago.

Henry S. Waterman, until recently Consul at Bordeaux, registered at the Department on July 7 and remained for about a week or 10 days while on leave taken enroute to his new post as Consul at Monterrey. He arrived from his post on June 30 on the S.S. *Excalibur* from Lisbon.

Adrian B. Colquitt, until recently Vice Consul at Martinique, served on a temporary detail in the Department of Commerce in June. He and Mrs. Colquitt left Washington by automobile on July 4 via Atlanta and New Orleans for San Francisco preparatory to their scheduled sailing on July 18 on the S.S. *President Harrison* for Manila en route to his new post as Vice Consul at Calcutta.

William C. Trimble, until recently Third Secretary and Vice Consul at Vichy, was on detail for 10 days in the Department in mid-June, returning to his home in Baltimore to resume leave preparatory to sailing in August for his new post as Third Secretary and Vice Consul at Lima.

H. Gordon Minnigerode, Vice Consul at Singapore, accompanied by Mrs. Minnigerode, arrived at New York City on June 30 on the S.S. *President Hayes* from Singapore. They spent the first two weeks of July at their home in Washington and left to spend part of their leave on Cape Cod.

Edward M. Groth, until recently Consul at Calcutta, arrived at New York City on June 30 on the S.S. *President Hayes* from Bombay. He visited the Department during the first two weeks of July while on leave. His assignment as Consul at Stuttgart was automatically cancelled upon acceptance by this Government of the German Governments action in ordering the closing of all American consular offices in Germany and German-controlled territory, effective July 15.

John Peabody Palmer, Vice Consul and Third Secretary at London, visited the Department for several days at the beginning of July following his arrival at New York City on June 30 on the S.S. *Excalibur* from Lisbon en route from his post. He left for his home in Seattle with plans to do considerable sailing in a small boat in British Columbia and possibly in southern Alaskan waters before returning to London.

Glenn A. Abbey, who has been on duty for more than three years in the Division of Foreign Service Administration, his principal duty having been the preparation of the new Foreign Service Regulations, concluded his assignment at the end of June. He sailed from New York City on June 5 on the S.S. *Excambion* for Lisbon to proceed from there by plane to England to assume his new duties as Second Secretary and Consul at London.

Ray L. Thurston, who has served for more than a year in the Special Division, concluded his assignment in May and took leave preparatory to sailing with Mrs. Thurston from San Francisco on July 5 on the S.S. *President Grant* for his new post as Vice Consul at Bombay.

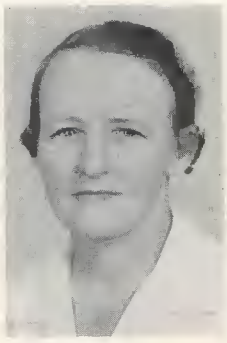
William R. Langdon, who has been on temporary detail recently as First Secretary at Tokyo following his service as Consul at Mukden, began a Summer detail on June 20 in the Division of Far Eastern Affairs while on home leave.

Harrison Lewis, Foreign Service Officer, concluded a study detail of nine months at the University of Chicago in early June. On June 16 he began a temporary detail in the Department of Commerce preparatory to leaving later in the Summer for his new post as Third Secretary and Vice Consul at Berlin.

John Goodyear, Third Secretary and Vice Consul at Panama, visited the Department on July 14 en route by plane from his post to Cherry Valley, New York, where he attended the marriage of his brother, Ensign Bradley Goodyear, Jr., U.S.N.R. He visited his home in Springfield Centre, New York, and planned to return to his post by air, stopping off for several days at Guatemala.

Carl W. Strom, Vice Consul at Zurich, arrived

at New York City on June 30 on the S.S. *Excalibur* from Lisbon accompanied by Mrs. Strom, and their two daughters, Sonja, nine years old, and Karen, five years old. He visited the Department on July 2 before going to his home in Decorah, Iowa, to spend leave preparatory to reporting to the Department in September for duty. He informed the JOURNAL that he and other F.S.O.'s aboard witnessed the rescue at sea of 12 members of the crew of the torpedoed Netherlands vessel, *Pendracht*, adrift for 15 days in an open lifeboat.



Kathleen Molesworth

Geo. Tait

Ernest L. Ives, F.S.O. Retired, visited the Department in late June preparatory to visiting in New York, Illinois, and on a ranch in Wyoming, and spending the winter in Virginia and at Southern Pines, North Carolina.

Herndon W. Goforth, until recently Consul at Matamoros, visited the Department for three days, beginning on June 25, prior to sailing at the end of June from New York City on the S.S. *Cartago* for his new post as Consul at Cartagena. En route to Washington he stopped off for a week's visit with his mother and other relatives at Lenoir, North Carolina.

Kathleen Molesworth, Vice Consul at Guatemala, began a temporary detail in late June in the Bureau of Foreign and Domestic Commerce of the Department of Commerce. She arrived from her post in mid-May and took leave of a month with her family in Texas.

Joseph Flack, until recently Counselor at Madrid, accompanied by Mrs. Flack, arrived at New York City on June 25 on the S.S. *Exeter* from Lisbon en route from Madrid. They visited Washington for about two weeks, beginning on June 30, and planned to spend their leave in part in Pennsylvania. They planned to visit Washington at the end of July preparatory to sailing in early August for his new post as Counselor at Caracas.

Allan Dawson, Second Secretary and Consul at La Paz now on temporary duty in the Division of the American Republics, and John Drier, a divisional assistant in that division, accompanied a group of about 40 persons, members of missions of the American Republics in Washington and other officials, who made a four-day tour, principally by plane, of defense projects and activities in Tennessee and Alabama in mid-July.

Jos. Flack

Homer Brett, Jr.

George Tait, until recently Consul at Manchester, arrived at New York City on June 30 on the S.S. *Excalibur* from Lisbon en route from England. He visited the Department for several days in early July and planned to proceed later in July to his new post as Consul at Montreal.

Four Foreign Service Officers in the United States on leave reported to the Visa Division on July 1 for temporary duty in connection with the new procedure for visa applicants instituted by that Division on that date. They were C. Paul Fletcher, Consul at Alexandria; Myles Standish, Vice Consul at Marseille; Frederick W. Hinke, Consul at Tientsin; and Calvin Hawley Oakes, Consul at Calcutta.

John D. Jernegan, until recently Vice Consul at Barcelona and whose assignment as Vice Consul at Cartagena was cancelled, assumed his new duties in the Division of Near Eastern Affairs on June 16 at the termination of leave spent principally at his home in San Diego, California.

Homer Brett, F.S.O. Retired, informed the JOURNAL that his son, Homer Brett, Jr., who for the last four years has been in Venezuela with the Shell Oil Co., has been appointed by the Navy Department as Assistant Naval Attaché at Caracas.

GLIDERS

(*Continued from page* 438)

the Army Supply Bill but General Echols said: "I think we will ask for money for gliders in a rather short time."

As part of its current glider program, the Army Air Corps has placed 12 Army airplane pilots into glider training courses at the civil glider base at Elmira, New York, and at the Frankfort-Lewis School of Soaring at Lockport, Illinois. They are taking 30 hours of flying and are studying all phases of glider training.

News From the Field

FIELD CORRESPONDENTS

ACLY, ROBERT A.—*Union of South Africa*
BARNES, WILLIAM—*Argentina, Uruguay, Paraguay*
BECK, WILLIAM H.—*Bermuda*
BUTLER, GEORGE—*Peru*
COOPER, CHARLES A.—*Japan*
COUDRAY, ROBERT C.—*Hong Kong Area*
CRAIN, EARL T.—*Spain*
FERRIS, WALTON C.—*Great Britain*
FULLER, GEORGE G.—*Central Canada*
HICKOK, THOMAS A.—*Philippines*
WILLIAMS, PHILIP P.—*Brazil*
ROBINSON, THOMAS H.—*British Columbia*
KUNIHOLM, BERTEL E.—*Iceland*
LANCASTER, NATHANIEL, JR.—*Portuguese East Africa*
LIPPINCOTT, AUBREY E.—*Palestine, Syria, Lebanon, Iraq*
LYON, CECIL B.—*Chile*
LYON, SCOTT—*Portugal*
MCGREGOR, ROBERT G., JR.—*Mexico*
PLITT, EDWIN A.—*France*
REAMS, R. BORDEN—*Denmark*
SIMMONS, JOHN FARR—*Eastern Canada*
SMITH, E. TALROT—*Nairobi area, Kenya*

London

BRUCE LODGE

June 21, 1941.

Daylight bombings caused so much havoc among the long waiting line of immigration visa applicants in the Consulate General at London that Consul General John G. Erhardt hit on the idea of evacuating the immigration visa section to a point of safety where applicants could be dealt with in an orderly manner free from panics resulting from air raid alarms and the ensuing scramble to dive into an air raid shelter. During the months of last August and September it was not uncommon for visa applicants in the midst of interviews, upon hearing the mournful siren announcing the approach of Nazi bombers, to rush madly out of the building to the air raid shelter across the street, leaving behind documents, money, hats, coats and bags. Some were knocked down, a few fainted, but none seriously trampled. Those were the days when even the Ambassador visited the "bull-pen" (the general office of the Consulate General) to get a composite picture of the long line of visa applicants who always awaited the opening of the doors at 9 a.m.

Bruce Lodge, the immigration visa section of the Consulate General, is situated about 25 miles from London at Epsom, Surrey. It is believed to be unique in the American Foreign Service. Bruce Lodge has a staff of 26, two of whom are vice consuls and one the United States Assistant Public Health Surgeon. As many as 143 visas have been issued, 127 letters dictated and 588 form letters mailed in a day. The filing system, thanks to its originator, Vice Consul William L. Schultz, functions so smoothly that within two minutes the dossier of a registrant for a quota number can be located and placed on the inquiring officer's desk. Considering that there are over 70,000 dossiers on file, the most carping person would see the effectiveness of this system.

The names of Consul General John G. Erhardt, Consul Edward S. Maney, and Vice Consuls Paul (Jeff) Reveley, Mulford A. Colebrook, William L. Schultz, Paul C. Seddicum, Paul Dean Thompson, Russell W. Benton and James E. Callahan are associated with Bruce Lodge. They, the clerks, stenographers and other employees, all did a good job under trying conditions. Vice Consul Schultz is still "taking it!"

Our efficient Quota Control clerk, Eddie Corcoran (English), has grown up in the American Consulate General at London, rendering 17 years of faithful service before enlisting in the Royal Air Force. Last, but not least, is Mrs. Edith Cresswell (English), reception clerk, who has cheerfully greeted callers for 23 years. Cressy is still carrying on.

WALDO E. BAILEY,
In charge of Visa Section at Bruce Lodge.

CANTON

June 4, 1941.

On Memorial Day members of the American Association of South China, including Consul George Lamont and Vice Consul Philip Davenport, made their annual pilgrimage to Whampoa, twelve miles east of Canton, to decorate the graves of Americans buried at that place in the heyday of the China Clipper trade. Among the graves decorated, some of which date back to the last decade of the eighteenth

(*Continued on page* 459)

Photo J. Woods, Epsom

"BRUCE LODGE," IMMIGRATION SECTION OF THE LONDON CONSULATE GENERAL

Reading from left to right front: Misses E. Linde; Pat Scriven; Dr. Chanee, Examining Physician; Viee Consuls Waldo E. Bailey and William L. Schultz; Mr. E. J. Coreoran (quota control clerk); Miss Irene Woodgate.

Middle row: Misses Jean Ritchie, May Wingrove, Elfreda Wadsworth, Vida Farr, Mrs. Edith Cresswell, Mrs. H. Leat, Misses Carol Loden and Jean Hodges.

Back row: Miss Jeanne Fox, Mrs. Margaret Boyle, Messrs. Harold Sewell, Alan Self, Leonard Moore, Harold Pugh, Misses Peggy Thain-Davidson and Marjorie Lumb.

Dr. Ralph W. A. Dawson, U. S. Public Health Surgeon attached to Bruee Lodge, and three other members of the staff were absent when this photograph was taken.

The Bookshelf

FRANCIS C. DE WOLF, *Review Editor*

MISSION TO THE NORTH, by Florence Jaffray Harriman, J. B. Lippincott Company, Philadelphia, New York. 1941. 331 pp. $3.50.

"Norwegians and Democracy"—Such is the title of a first page review in *New York Times* for June 1, 1941, of Florence Jaffray Harriman's book *Mission to the North*. And it is a good title because both the book and the review tell about democracy in action, democracy as a living reality, and thus goes to the very heart of the all-important issue facing the world today: Popular Government and freedom versus dictatorship and mechanized barbarism.

What must surprise and delight the reader of Mrs. Harriman's book is the fact that in such a comparatively short time she succeeded in penetrating the surface and in getting down to so much that is essential and vital in Norwegian life. She did what all diplomats would do well to follow, she considered herself "accredited to all the (Norwegian) people." As a reward her human approach met with immediate response. She gained the confidence and goodwill of men and women in all walks of life and thereby access to their thoughts and their way of life. For this reason *Mission to the North* has become essentially a true book, and therefore, one of permanent value.

The main reason why I write these lines, however, is to emphasize that to my mind *Mission to the North* has an urgent mission here and now. It presents in a most illuminating way what those values really were which in Norway and other democratic, liberty-loving countries went down temporarily under the heel of the brutal aggressors. In these pages come to life Norway and the Norwegians before April 9th, 1940,—a peace-loving, hard-working people, "strong in its inner life, rich in experience of all but military force." Today there is for the Norwegian people no freedom, no justice, no security, no protection against the arbitrariness and brutality of the invaders and their puppets. Tomorrow this might well be the fate of the entire civilized world, if the still free democratic nations did not join forces to stop the enemies of mankind and civilization before it is too late.

Mrs. Harriman's book has an urgent and vital message, to all those who believe that "The Wave of the Future" is *not* the brutal, soulless barbarism of the nazis, but is instead further progress along the Norwegian and American way of life.

And the Norwegian people—according to the *New York Times*, "a nation which was great in its humanity, where humanity was beaten down in brutal conquest, but surely cannot die"—will be ever grateful to Florence Jaffray Harriman. From their cruel bondage they will recall how in happier days she came to us as the official representative of our great sister democracy, how she left 3 years later as our devoted friend and how now in the hour of our greatest need she tells the world the truth about Norway and proclaims her faith in the resurrection and the future of the Norwegian people.

WILLIAM MORGENSTIERNE,
Minister of Norway.

"THEY'LL NEVER QUIT," by Harvey Klemmer, Wilfred Funk, New York, pp. 321. $2.50.

Recent months have witnessed a steady increase on the publishers' lists of new titles concerned with the story of wartime Britain. In fact, nearly every American newspaper man returning from London, of late, has had a precious manuscript tucked away in his suitcase purporting to give the real background picture of how the "tight little island" has been standing up to the ordeal of total war.

Mr. Klemmer, who occupied a unique observation post in London from February 1938 to the end of 1940 as representative of the U. S. Maritime Commission and Special Assistant to

ASSOCIATION LIBRARY

The Foreign Service Association Library which is maintained for the use of Foreign Service Officers in Washington, and their families, contains many books of timely interest. The majority of these are sent to the JOURNAL by the publishers for review purposes. However, the donation by Foreign Service officers of books which it is believed will be of interest to other officers are always gratefully received.

The most recent additions to the Library were received through the courtesy of Mr. Nathaniel P. Davis and are:

DIPLOMATICALLY SPEAKING, by Lloyd C. Griscom.
YOU AMERICANS, by B. P. Adams.

WORTHWHILE BOOKS

BERLIN DIARY: The Journal of a Foreign Correspondent, 1934-1941. 605 pp. By William L. Shirer. New York: Alfred A. Knopf. $3.

Bill Shirer no longer talks to us on the radio at our breakfast table about the latest happenings in the Reich—with occasional overtones. But now we have his daily account, uncensored, of these Berlin days. Don't miss it.

SPURS ON THE BOOTS: Italy Under Her Masters. By Thomas B. Morgan. 346 pp. New York: Longmans, Green & Co. $2.50.

The new Roman ersatz Caesar viewed from a comic angle by the former head of the UP Bureau in Rome. The tragedy of it all is that the world laughed at Hitler and took Mussolini seriously.

Ambassador Kennedy, has written, by far, one of the best of these many chronicles describing how the impact of aerial warfare, blockade and invasion threats has been affecting the daily life of 47 million people fighting for their existence and the freedom of the western world.

Harvey Klemmer makes no pretense of presenting any scholarly, documented history of these stirring times. The book is frankly written for the average person who wants a reliable, uncensored, easily read account of beleaguered Britain from the end of the "Sitzkrieg" through the first five months of the "Blitzkrieg." He has fully accomplished this aim. In addition, he has presented a colorful, interesting yet undistorted and unhysterical report of how and why the people of Britain have been able to stand up with unimpaired morale to the worst that the "Luftwaffe" could inflict.

In twenty-three swiftly paced chapters, he takes one through the early days of the aerial attacks, recounts how Britain has gradually built up its total defense and discusses frankly the successes and shortcomings of the R.A.F.'s methods of fighting back the constant threat from the skies. His descriptions of shelter existence, demolition and rescue work and his tales of how the average men and women manage to carry on their daily tasks and routine, give the very feel and texture of wartime Britain.

While much of this account has naturally appeared in the daily newspaper reports cabled to the United States from London by the able corps of American correspondents there, Mr. Klemmer has integrated this material into a coherent pattern, rendered particularly useful by his interpretative comments and enlivened by striking vignettes from his own personal experiences. Even though the book gives some evidence of the time limit under which the volume was prepared—at the rate of a chapter a day—Mr. Klemmer's staccato style is well suited to the tempo of the events he is recounting. In short, this is particularly the book for the Foreign Service Officer on home leave from the British Isles and weary of the eternal query "tell me something about life over there," to recommend to his questioners. It will save him the expenditure of much energy and his friends are likely to obtain a better panorama of the British scene than he would ever give.

In describing the amazing tenacity and determination of the British to stick to their task until victory is achieved, Harvey Klemmer says:

> "The morale of the people of England, considering what they have been through, is unbelievable. The Englishman of all people in the world can adapt himself to any conditions. He is used to hardships and discomfort. Moreover he has, deep down within him, that inate faith in his own invincibility which is the true base of all morale. . . ."

The course of recent events, however, has begun to indicate that we Americans must not bank too heavily upon belief that the reserves of British morale are inexhaustible. These people have put up and are putting up a magnificent defense against great odds. What Mr. Klemmer fails to mention is that the principal support keeping the British resolution firm has been the hope and conviction that the necessary American aid would arrive—*in time*. Failing that even the unique English stamina will lack the essential nourishment it needs and may tend to falter before the task ahead.

It is particularly for this reason that Mr. Klemmer's closing chapter "AND NOW WHAT OF AMERICA" is of major importance. It is a simple, lucid and hardhitting marshalling of the arguments for all aid to Britain—whether or not it means war—comprehensible to the ordinary citizen who will pay the overhead of the war effort or don a uniform in behalf of his country. This section deserves far wider distribution than can be obtained merely from the sale of this book; it should, in fact, be required reading for those public men who still assert that the American way of life can be maintained if Britain goes down to defeat. At the moment,

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"Carregadores" looking for business

Mules and horses co

Marketing Under the Southern Cross

By IDAH S. FOSTER*

Photographs by the Author

WE are to have a "Senador Americano" with us tomorrow night for dinner, and though I don't often go to market I am going today.

The "feira," or market, in Brazil is the best and sometimes the only way of obtaining the family's fresh food. So fundamental in this Latin civilization is the "feira" that Monday is called "Segunda Feira," second market; and so on to Friday, the sixth market day. There is no "Primeira feira," but according to tradition one was held centuries ago on the day now called "Domingo (Lord's Day). In the Paulista capital one must go to a different part of the city each day to find the market, which opens at seven a.m., and closes at noon. Today it is in the center of town on the Largo do Arouche.

As my taxi passes the first corner I see a pineapple vendor, with his cart on two big wheels and a canvas shade overhead, cutting away the outside "casca" and slicing the fruit in half inch thick rounds to sell for 100 reis (half a cent) each. The orange man on the opposite corner has a similar cart and a peeling device which cuts off only the rind. Then he slices his oranges through the middle and offers the halves to his customers who prefer to suck the orange ("chupar laranja"). There is a proverb in Brazil, "you cannot whistle while sucking an orange" ("nao pode assobiar e chupar laranja ao mesmo tempo").

As we cross the new Viaducto do Chá we are still below the tops of the royal palms growing in the sunken gardens under us. Reaching the end of the Viaducto we go through Rua Barão de Itapetininga, one of the chief shopping streets, to Praça da Republica, a lovely small park where I saw my first "Devil's figs," much like the edible fig in appearance, but rather flat, larger, thick skinned, and poisonous.

In another block or two we are in sight of Largo Arouche, our destination. Around this square, tall, recently built apartment houses alternate with two-story business and dwelling houses that must have overshadowed the fringes of the "Largo" a hundred years ago. Only externals of the market have changed—the same small ragged boys with their baskets, and barefooted women oblivious to rain and weather earn their simple fare here as they did long ago.

Over there are three young tourists, evidently Americans; I should say North Americans, for we are all Americans on the Western hemisphere. Each wears a winter coat annd furs, prepared for the journey to Buenos Aires where the winter is far colder. There goes a woman wearing a straw hat and a fur collar—and one with her in a felt hat, thin summer dress and barefoot sandals. Most of the men in the square are in shirt sleeves. One tiny black baby crawls over the sidewalk, naked except for a little shirt, while its mother sells flowers nearby. Children sometimes wear one shoe to school to

*Wife of Consul General Carol H. Foster.

) haul away unsold stocks

Babies roll in the street while their mothers sell flowers.

meet the requirements of law—when that is worn out they wear the other.

The tourists are standing in front of a display of charms. Three old negro women with herbs have their wares spread out on the ground in a quiet side of the "feira." There is a queer assortment—bright red seeds with a black spot, to carry in ones' purse for luck; dried leaves and herbs for medicine; bottles of snake's rattles; brown, flat seeds to put in white wine to cure rheumatism; small clay and wooden figurines, household gods to ward off the evil spirits; crudely carved arms, painted red, to hang in the kitchen and help the cook to remember not to burn the roast; most of which have an appeal to the household staff. As a rule negroes object to being snapped with a camera. One of their superstitions here as in other parts is that a camera has an evil eye. In spite of much poverty, everyone seems good natured and happy.

Now a dozen boys, black, white, and brown, come running with their huge "cestas" (baskets) shouting "Carregador? Quer carregador?" I choose the poorest looking of the lot by a nod and he follows at my heels in the crowd, sometimes arguing for me when I would willingly give what is asked. He says "that's too much, they know you are a lady." He looks up at me with his big, serious, black eyes—that type of Brazilian, with oval face, olive complexion, and wavy black hair.

As we go along he often picks out the best things for me. When the sale is completed, he stows the goods in the puncheon and puts it on his head. Many fruit and vegetable stands lining the sidewalks are just long wooden trays supported by jacks, some have portable light roofs.

Most of our familiar vegetables can be bought here. Tomatoes until a few years ago were very small, but the Japanese farmers are now producing a larger, firmer fruit—as they have also bettered the quality of asparagus, potatoes, cucumbers, mushrooms and all the legumes. There has been a big increase during the past year in the number of Nipponese selling in all local markets.

Our first purchase will be soup greens, neat bunches of parsley with small onions, a few bay leaves, fresh marjorams, and thyme. "Gosta chuchús?" the boy asks. "Chuchú" is a pale green vegetable grown on a vine, shaped like a pear, with five ridges lengthwise, very tender and delectable if cooked right. The "abobrinha" is another vegetable like our summer squash, very thin skinned.

There are more sorts of potatoes in this market than you would think existed. Besides Irish and several kinds of sweet potatoes there is the "Margarida" with smooth, clean, creamy surface, a favorite in soups; "cará," with ugly, pitted, rough, dark skin, yet excellent for puprees; "manioc," or "mandioca," (the cossais) a tuber of the potato family, which is used almost universally by Brazilians, looks more like a thick root.

Asparagus, mushrooms, rhubarb, and a berry that is near our red raspberry have a short season, but there are "abacati" or alligator pears from February to May, and delicious strawberries from June to the end of Christmas holidays. Japanese persimmons called "kaki," large as apples, are a beautiful orange red color, and have no suggestion of the acrid flavor of our small persimmons in the States which need a good frost to make them palatable.

Fish are plentiful. Red snapper, sole, white fish, eel, frog's legs, perch, large and small shrimp, "polvo" or sea squids, "rouballo," "namorado," and

"garoupa" are used in southern recipes.

Meats are not sold in open "feira." There are about fourteen hundred small meat shops in the city, each with a daily turnover of two to three hundred pounds. The carcasses hang in the open air even during the summer. On Mondays meat shops do not open until noon. Then they close again from one to three o'clock and remain open till eight o'clock P. M. Other days they close at eleven A. M. and open at three in the afternoon.

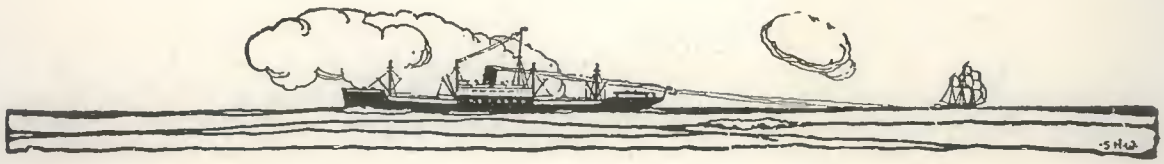
The Senator will enjoy seeing a basket of native fruits. "Maracuja" comes seldom to market, but on fazendas and in gardens quantities are grown. Its bloom is the Passion flower, called here the sacred flower because it has a crucifix shaped stamen. "Cambucy" is a flat green fruit, used in making jellies that taste like quince. "Goiabas" boiled in sugar are a favorite dessert. Green and yellow outside, they have a rose colored flesh that turns quite red when preserved. This fruit also forms the base of "Goiabada," a stiff sweet paste served with cheese at the end of a meal. "Cajú" nuts are a protuberance of the "fructa Cajú," and the fruit itself is preserved and eaten the same as "Goiaba." and comes to the "feira" here in February. It resembles a little pineapple, is a grayish green, with custardy sections around smooth black seeds that "Fruta do conde" is grown in the north of Brazil attach themselves to a core at the base of the cone. It is usually eaten with a spoon.

There are "mamões" that grow on a tree that sometimes attains a height here of forty feet. The melon-like fruits weigh from one to fifteen pounds. A cluster of them get their nourishment directly from the trunk, and grow near the top under an umbrella of huge leaves. "Jaboticaba," too, grows directly on the branch: its tree has small leaves, and the "jaboticabas" fairly pepper the area of the wood. The fruit looks like an overgrown blue grape—has a white rather acid pulp that sticks tenaciously to the seeds; so it isn't easy to eat. "Carambolas" to me are the orchids in the kingdom of fruits. They are sourish and very fragrant, champaign in color, and an end view would be a five- or six-pointed star.

We buy a very small banana called the "dedo" (finger) with a piquant flavor. Another small banana is the "maçã" (apple). Both these sell for

(*Continued on page* 476)

Even wives of Cabinet officers are sometimes seen on the "Largo"



Foreign Service Changes

The following changes have occurred in the Foreign Service since June 14, 1941:

Nathaniel P. Davis of Princeton, New Jersey, now serving in the Department of State, has been assigned American Foreign Service Inspector.

John Farr Simmons of New York, New York, Counselor of the American Legation and American Consul General at Ottawa, Ontario, Canada, has been assigned Counselor of the American Embassy and American Consul General at Rio de Janeiro, Brazil.

Willard L. Beaulac of Pawtucket, Rhode Island, assigned Counselor of the American Embassy at Madrid, Spain, has been assigned American Consul General at Madrid, Spain, and will serve in dual capacity.

Joseph F. McGurk of Paterson, New Jersey, Counselor of the American Embassy at Lima, Peru, has been designated Counselor of the American Embassy at Mexico City, Mexico.

James H. Wright of Chillicothi, Missouri, Second Secretary of the American Embassy and American Consul at Bogotá, Colombia, has been assigned for duty in the Department of State.

Sherburne Dillingham of Millburn, New Jersey, Third Secretary of the American Legation and American Vice Consul at Asunción, Paraguay, has been assigned American Vice Consul at Habana, Cuba.

Donald A. Dumont of Delhi, New York, American Clerk at Dakar, Senegal, French West Africa, has been appointed American Vice Consul at Dakar, Senegal, French West Africa.

The following changes have occurred in the Foreign Service since June 21, 1941:

William C. Burdett of Knoxville, Tennessee, Counselor of the American Embassy and American Consul General at Rio de Janeiro, Brazil, has been assigned for duty in the Department of State, as Director of the Foreign Service Officers' Training School.

George D. Hopper of Danville, Kentucky, American Consul General at Winnipeg, Manitoba, Canada, has been assigned American Consul General at St. John's Newfoundland.

The designation of James T. Scott as Commercial Attaché at Athens, Greece, has been cancelled. In lieu thereof, Mr. Scott has been assigned American Consul at Beirut, Lebanon.

The assignment of Harold B. Quarton of Algona, Iowa, as American Consul General at Genoa, Italy, has been cancelled. In lieu thereof, Mr. Quarton has been assigned for duty in the Department of State.

Marcel E. Malige of Lapwai, Idaho, Second Secretary of the American Embassy and American Consul at Rio de Janeiro, Brazil, has been assigned American Consul at Martinique, French West Indies.

Vinton Chapin of Boston, Massachusetts, Second Secretary of the American Embassy at London, England, has been designated Second Secretary of the American Legation at Dublin, Ireland.

Mason Turner of Torrington, Connecticut, American Consul at Lima, Peru, has been assigned American Consul at Perth, Australia.

Archibald R. Randolph of Virginia, Third Secretary of the American Embassy and American Vice Consul at Bogotá, Colombia, has been assigned American Vice Consul at Caracas, Venezuela.

Adrian B. Colquitt of Savannah, Georgia, American Vice Consul at Martinique, French West Indies, has been assigned American Vice Consul at Calcutta, India.

Elim O'Shaughnessy of New York City, American Vice Consul at Rio de Janeiro, Brazil, has been designated Third Secretary of the American Embassy at Rio de Janeiro, Brazil, and will serve in dual capacity.

William Frank Lebus, Jr., of Cynthiana, Kentucky, American Clerk at Puerto Cortes, Honduras, has been appointed American Vice Consul at Puerto Cortes, Honduras.

SERVICE

Ambnssndor Nelton T. Johnson and Ambassndor Clarence E. Jnuss had a two-dny conference at the home of John H. Bruins when their paths crossed in Hong Kong. (Mny 17, 1941). Isn't it unusual to have two ambassndors to a country at the same time? In this case Mr. Johnson continued ns such until he got back to Wnshington, and Mr. Gauss was sworn in before lenving Washington. While they were in Hong Kong (British) at the same time, they were not in Chinn proper as nmbnssndors nt the same time.

Photo by Major Hincke

Consul General William H. Beck pays a first official visit to the Bermuda Base Command on June 12th, at the invitation of Colonel A. G. Strong, CAC, USA. An 11-inch gun salute was fired upon his arrival at the Army Base. Captain Gilbert S. Bell was the officer in command and appears on Mr. Becks' right.

Betty and Myles Standish, while awaiting a U. S.-bound boat, pass 9 pleasant days at the Hotel Aviz, Lisbon, with their old friend, Dorsey Fisher, who was waiting for the London-bound plane.

The Robert Martin Tuylors leaving the Union Church, Tientsin, after their wedding on April 12. Mrs. Taylor was the former Miss Lesbia Lowry of Tientsin.

GLIMPSES

Consult General Ely Palmer arrives in Sydney (May 20). He is being given a hearty handshake by Consul Albert Doyle and Chargé d'Affaires a.i. John Minter looks smilingly on.

At Predeal near Sinaia. Right to left: His Majesty King Michael, Her Majesty Queen Helen, The Princesses Michael and George Sturzda, and Minister Franklin Mott Gunther.

Waldo E. Bailey went in for extremes on his African travels. At the left he is shown with Monsieur X, pygmy of the Belgion Congo, whose acquaintance he made in the Ituri Forest. He also traveled in high circles as evidenced by this picture taken with King Rudahiga (height 6 ft. 7 in.) of Ruanda, Belgian Mandate. Our "Dr. Livingstone" himself in 6 ft. 2 in.

Sidney Y. Smith Sees 60 Years of State Department Diplomacy

(*Washington Star*, July 2, 1941)

SIXTY years ago today Sydney Yost Smith answered one of the only two telephones in the State Department at that time to get the news that President Garfield was shot.

Today, in his 84th year of life and 62d year in continuous Government service, Mr. Smith is still "going strong," doing so well at his work on the formalities involved in treaty negotiations that he was given a $200-a-year raise in salary two weeks ago.

When his office colleagues surprised him yesterday with an informal party to celebrate his 60th anniversary with the State Department, he said he liked his work so well that he never would retire "until old friend death overtakes me."

The Civil Service Commission could find no current record of any one now on the Government pay roll for so long a time as Mr. Smith. Most Federal workers retire at 70. An exeeutive order by President Hoover several years ago exempted Mr. Smith from enforced retirement. . . .

Mr. Smith, who was born in Washington on November 28, 1857, began working for the Government as a clerk in the Pension Offiee on June 17, 1880, transferring to the State Department on July 1, 1881.

He recalled that then there were only two telephones in all of the State Department—one in the Secretary's office and one in an anteroom betwcen the offiec of the Assistant Secretary and that of the Chief Clerk.

"I worked in that anteroom," he said. "The telephone was very new in those days and I didn't know much about how to handle it.

"On the second day I was working there, the telephone rang and I answered it. At first I couldn't make out what they were saying, then I said to Mr. S. A. Brown, the chief clerk, 'it sounds like someone is trying to tell me President Garfield is shot.'

"Mr. Brown rushed to the telephone, listened a moment and said 'My God, it's so!'

"And that was the first word reaching the State Department about President Garfield's assassination."

Life **ran this photograph in its May 24, 1937, issue with the heading: The Official Sealer of the State Department for all documents not requiring the "Great Seal" is Sidney Smith. In this picture Mr. Smith is melting his sealing wax over a candle.**

From his beginning as a $900-a-year clerk—one of a total of exactly 100 employes in a department where more than 1,500 now work—Mr. Smith won consistent promotion to become chief of the old Diplomatic Bureau in 1897.

At that time, the Diplomatic Bureau, with Mr. Smith and half-a-dozen assistants, performed the type of work that now has been divided up among the Protocol, European, Far Eastern, Near Eastern, American Republics, Foreign Service Administration and other separate divisions of the department . . . .

Mr. Smith's present job is mainly concerned with the formalities involved in negotiating, drafting and proclaiming treaties between the United States and other countries.

His associates describe his memory as extraordinary, his mind as extremely alert. Since an illness three years ago, he appears to have lost some physical strength and has grown a beard, now bushy and white.

But he is at his desk practically every working day, usually with a pipe or cigar between his teeth. He doesn't bother to take nearly all the annual leave due him, just taking off a day or two occasionally "as the spirit moves me."

A great-grandfather, Mr. Smith lives with his wife in Washington.

THE SECRETARY'S LETTER OF CONGRATULATIONS TO MR. SMITH

THE SECRETARY OF STATE
WASHINGTON

June 21, 1941.

DEAR MR. SMITH:

You will complete on July 1 sixty years of service in the Department of State—a record which has been achieved seldom, if ever, by others.

Entering the Department as a Clerk on July 1, 1881, you successively advanced, through meritorious service, until you reached, in 1897, the position of Chief of the Diplomatic Bureau, which you occupied with distinction for a period of twenty years. During that time you likewise performed important duties as a member of the Board of Examiners for the Diplomatic Service, as disbursing officer at the International Conference of American States at Buenos Aires and the Chilean Centennial at Santiago, and as a drafting expert with the American Commission to Negotiate Peace at Paris. In recent years your long and valuable experience has been used to great advantage in the Treaty Division.

On this occasion, I want to offer you my sincere congratulations and to thank you for the loyal and devoted service you have given to the Department for so many years. You may well feel the contentment that comes to one from the realization of having given of his best in the service of the Government.

I extend to you my best wishes for your health and happiness in the future and feel sure that these wishes are shared by all the officers of the Department with whom you have been associated.

Sincerely yours,

CORDELL HULL.

Mr. Sydney Y. Smith,
Treaty Division, Department of State.

NEWS FROM THE FIELD

(*Continued from page 446*)

century, was that of Alexander Everett, first American Minister to China, who was buried at Whampoa in 1847. Owing to the fact that the cemeteries are adjacent to a Japanese military area, the party was accompanied by a Japanese officer and no photographs were taken.

This year marks the 155th anniversary of the arrival in 1786 of Major Samuel Shaw as first American Consul at Canton. WALTER SMITH.

BUENOS AIRES

July 2, 1941.

First Secretary and Consul General Monnett B. Davis, accompanied by Mrs. Davis and their son, Tom, left Buenos Aires by plane on June 26 for Washington, where Mr. Davis has been assigned to the Department as Chief of the Division of Foreign Service Administration. The general exodus of officers from this post has reached such proportions that in the words of the president of the American Club here, the local community is beginning to feel very "disconsolate." However, Washington's viewpoint regarding Mr. Davis was explained by Ambassador Norman Armour at a farewell dinner given for the former at the American Club when he read the following telegram received from the Department:

Amembassy
Buenos Aires
June 17, 6 p.m.
Strictly Confidential. To be Decoded by the Ambassador.

Your long despatch of the 16th
Deciphered and now at hand
We have read it with disappointment
In view of your stubborn stand.

So much by the way of preface
And now to the matter in hand
We have always tried to be helpful
And hoped you would understand.

Perhaps your message was garbled
We liked to think this was so
But the code room tells us it isn't
And the code room must surely know.

We have never believed in swearing
In golf it is bad enough
But when it comes to a cable
We feel it is too damn rough.

So be pleased to restrain your language
However deeply you feel
And try to discuss this calmly
This is our last appeal.

We have told you we must have Davis
Monnett is the man we need.
And to say that we need him badly
Is putting it mildly indeed.

You tell us that B. A. needs him
You threaten to close up shop
You say that if Monnett leaves you
Even the war will stop.

But now let *us* have our innings
Suppose you allow *us* a word
We too claim the right to argue
We too have a right to be heard.

In the far-flung reaches of China
Eastward to Singapore,
In the frozen Steppes of the Russias
(We might mention many a more . . .

But the code has its limitations
Cusswords it has, 'tis true,
But when it comes to the Atlas
We find that it has too few).

In all of these distant regions
Our officers toil and sweat
They don't ask for many comforts
They're stout-hearted chaps, and yet

A helping hand from the homeland
An occasional desk or chair
And even—if they are reckless
The thought of a Frigidaire

Brings joy to those saddened faces
Brings hope to the downcast hearts
There's glamor once more in the visas
And romance again in the charts.

But who can dispense these favors?
Who will the "doctor" be?
You think that the choice is easy?
If so, then come up and see.

We have searched the lists of the Service
We have sought for the missing man,
As Stanley went after Livingstone
In darkest African.*

Tact and soundness of judgment
Knowledge, to understand
Sympathy for the problems
Facing that far-flung hand.

Rare is this combination
Joined in a single man
And yet we know we have found him
Down in your B. A. clan.

There, you have had the story
Patient we've tried to be
But now we expect some action
Hand over M. B. D.!

*Apparent garble.

WILLIAM BARNES.

Rio de Janerio

THERE is in Rio de Janeiro a cultural organization, privately organizcd in 1937, which merits the attention of Foreign Service officers. A group of Brazilians, friendly to the United States, together with their local American friends, initiated on January 13. 1937, the "Instituto Brasil-Estados Unidos" stating:*

"(a) That they believed it would be of great advantage to extend to the United States the movement for cultural approximation already begun with France, England, Germany, Portugal, Italy, and Argentina, through institutes founded within the last few years;

"(b) That while they were aware of the diversity of specific problems of each country, they believed that there existed in human experience, whether political, social or scientific, a nucleus which could be used for common good;

"(c) That with these motives in mind they had decided to found an association or institute whose purpose would be to acquaint Brazil better with the progress of the United States in various branches of human activity;

"(d) That private initiative relative to such an institution was fully justified, though it was important to maintain close contact with official agencies;

"(e) That, in order to carry out its aims, the proposed institution should always try, whenever possible, to arrange for the coming to Brazil of persons representative of North American culture and for the sending of Brazilian professors and students to the United States;

"(f) That likewise it should seek to obtain the installation in Rio de Janeiro of a library typical of the intellectual output of the United States, a library that should be accessible to the public in general and one where course and conferences might be held to facilitate an acquaintance with this output."

Since its foundation the Institute has engaged in activities to promote better understandings between the people of the two countries through the holding of conferences and lectures by prominent Brazilian and American men and women of letters, science, and art. A series of twenty lectures by prominent Brazilians on phases of American life are being presented at this time and are available to the public as well as members of the Instituto. These lectures, in printed form, are being distributed later, free of charge, to any interested person and a surprisingly large number of requests for these pam-

*"The Brazilian American" of January 23, 1937—page 4.

The American books of the Lending Library of the Institnto Brasil-Estados Unidos of Rio de Janeiro.

Lecture and classroom of the Institnto Brasil-Estados Unidos of Rio de Janeiro.

phlets are being received from the interior of Brazil.

In 1938 the Institute of International Education of New York appointed the Instituto Brasil-Estados Unidos its representative in Brazil and since then has collaborated in efforts to obtain scholarships. Three scholarships for Brazilian teachers were first obtained at Smith, Vassar, and Barnard Colleges, respectively. In 1939 eight out of fifteen students recommended by the Instituto received scholarships at Michigan, Kentucky, Purdue, and Florida universities and Smith, Vassar, and Radcliff Colleges. In 1940 fourteen Brazilian students recommended by this organization were able to attend American Universities and Colleges, while this year some 46 candidates have been recommended and it is hoped that a considerable number of these will be chosen.

In 1940 two American students came to Brazil to study under the auspices of the Instituto Brasil-Estados Unidos. This year the Brazilian Ministry of Foreign Affairs has begun to carry out the Buenos Aires Exchange Student Agreement and already two American students have arrived in Rio de Janeiro under this and have been turned over to the Instituto for orientation.

Besides these accomplishments the Instituto has been able to give classes in English and Portuguese and has acquired the books exhibited in Rio de Janeiro in 1937 by the American Institute of Grafic Arts. More recently, the complete collection of American books exhibited and presented to Brazil by the American Book Publishers were turned over by the Brazilian Ministry of Education to the Instituto as a nucleus for its lending library.

A very important organization within the Instituto is the Reception Committee. Its members meet prominent American visitors to Rio de Janeiro and entertain and introduce them to Brazilian intellectuals. They also arrange such visits and tours as they may desire to make to Brazilian institutions of art, education, government, science, etc.

Thus, American travelers to Rio de Janeiro find an organization well equipped to make their stay both pleasant and useful.

PHILIP P. WILLIAMS

COVER PICTURE

This plane is the latest type fighter plane now being delivered to the Marine Corps. It is a Grumman single-seater pursuit, and has been employed with great success by the British. Courtesy *The Leatherneck*.

Tonight, and every night, millions of us will thrill to the world's finest performances without moving from our homes. Youngsters will dance to the music of famous orchestras. The latest news will be broadcast to all the world. Millions will be delighted as a lovely voice soars through an aria. Tonight, Radio—greatest of impresarios—will raise the curtain of distance and present the world's foremost entertainers for everyone, everywhere, to hear.

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As valuable as radio's contribution is to modern living, equally impressive is the evidence it offers that the force of electricity, with its tremendous power and versatility, is almost unlimited in its capacity to meet society's needs.

Westinghouse electrical engineers welcome requests to work on important engineering projects. These engineers are supported by the staffs of 25 factories and by a group of scientists working in two modern research laboratories. Your inquiry addressed to the Westinghouse Distributor in your district will receive courteous attention. Westinghouse Electric International Company, Manufacturer of Electrical Products, 40 Wall Street, New York, U. S. A.

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WESTINGHOUSE SHORT-WAVE STATION WBOS, BOSTON, U. S. A., BROADCASTS WORLD NEWS SEVEN TIMES DAILY, FIRST 15 MINUTES OF EVERY HOUR — 11.870 KC. 25.27 M.

TOKYO

Staff of the Embassy and Consulate General

April 24, 1941

Left to right:

First row: David Thomasson (Vice Consul), Carl Bochringer (3rd Sec), Major William Verbeck (MA), Major Robin B. Pape (MA), Stanley G. Slavens (Consul), Charles E. Bohlen (2nd Sec), Frank S. Williams (CA), Lt. Comdr. H. H. Smith-Hutton (NA), Eugene Dooman (Counselor), Ambassador Joseph C. Grew, Colonel Harry Creswell (MA), George A. Makinson (1st Sec), Edward S. Crocker (1st Sec), William Langdon (1st Sec), Merrell Benninghoff (2nd Sec), Lt. Comdr. D. F. McCallum (NA), Major S. Stanton Babcock (MA), Major Stuart Wood (MA).

Second row: Charles Faust, Masahito Iwamoto, Leonard Wagner Lamont Thompson, Lt. Ted Hilger (NA), Capt. B. T. Holcomb (USMC), Capt. Dana Johnston (MA), Capt. Joseph Dickey (MA), Lt. J. R. Bromley (NA), Lt. F. Bishop (USMC), Duncan Laing, Capt. A. W. Stuart (MA), Capt. C. T. Gould (MA), Charles Cooper (3rd Sec), Donald W. Lamm (Vice Consul), John K. Emmerson (3rd Sec), James Espy (3rd Sec), Lt. Thomas Mackie (NA), Marshall Green (Attaché), Jiro Arakawa, Ralph Blake (Consul).

Third row: Beatrice Comeau, Virginia Collins, Marion Arnold, Ruth Kelley, Robbin Beckley, Helen Skouland, Marion Glaeser, Thelma Williams, Mitsuko Hirata, Yuki Otsuki, Hana Ichigami Hana Sato, Lillian Gardiner, Frances Rummel, Martha Saito, Fusako Tochigi, Kyohei Yamamoto, Hakubun Odaka, Masaru Fujimoto, Eijiro Hirabayashi.

Fourth row: Lt. G. M. Slonim (NA), Glen Hayes, John Burnett, Lt. F. R. Biard (NA), Carey Scott, George Tiso, Nelson Newton, Robert Rustad, Minato Funakoshi, Denkichi Shindo, Fuyusaku Kato, Naofumi Otani, Shoji Ohki, Itsuki Goshowaki, Kiniehi Fujiwara, F. Quini, Yasunosuke Shibuya, Tomoya Sakata, Kumanosuke Suzuki, Tomeji Kobayashi Kitaro Ito, Morio Otaki Tatsuo Doi, Moritaro Nishimiya, Taroji Yamamoto, Xavier Eilers, Lt. William R. Wilson (NA).

NEW DRUGS FOR OLD DISEASES

(*Continued from page* 435)

Or he may stop the drug and flush it out of the patient's system. Hence it is complete folly for anyone to try to treat himself with sulfanilamide.

The doctor's problems with sulfanilamide would be much simpler if the laboratory could tell him how it works.

Research on this problem; on the problem of developing new, less toxic, more active drugs is under pressure in a number of American laboratories. At the National Institute of Health the new division of chemotherapy is studying the relation of chemical structure of sulfa drugs to their action. In some instances, phosphorus is substituted for sulfur to produce "phosphorous analogues" of the sulfonamides. National Institute of Health scientists hope the analogues will attack some of the diseases which sulfanilamide fails to help.

Sulfapyridine and sulfathiazole are both improvements over sulfanilamide. Sulfathiazole is so much better in the treatment of gonorrhea, for example, that physicians are being urged to substitute it entirely when treating that disease.

Already a commercial chemical company is experimenting with a still more promising drug than sulfathiazole—sulfadiazene. Its pharmacological action is apparently about the same as sulfathiazole, but it is less toxic. Sulfadiazene like all new drugs, however, will have to pass the rigid standards of the Food and Drug Administration before it can be marketed.

Another new drug, sulfanylguanidine is being tested as an antiseptic in the alimentary canal and appears effective against dysentery due to baccilli—not the amebic type. Sulfanilamide had proved unsatisfactory against bacillary dysentery because it was absorbed by the system too quickly.

Since 1936 when newspaper readers first stuttered the word sulfanilamide, nearly everyone has read, or knows at first hand of its brilliant cures. The story is typical for most of the diseases it is used for. An acutely ill patient, with skyrocketing fever receives the little white tablets by mouth; within a few hours the patient is better; within a few days, cured. And this is in such difficult diseases as pneumonia and the deadly streptococcus infections, against which medicine had formerly been able only to spar and shadow box.

With war wounds, in war surgery the procession of cures is rapidly lengthening. The drug can be

used almost literally on the battlefield, and deadly infections stopped where delay in reaching the base hospital would normally cause death or amputation of a leg or arm. War surgery, often carried out under far from sterile conditions, can rely on the magic drug to save patients otherwise doomed.

In the last analysis, the research scientist—who never sees a patient—will make the soundest advance in chemotherapy. Upon him the practicing physician must depend for new drugs of tested potency and safety.

And research scientists are pounding away at poliomyelitis, influenza, syphilis, tuberculosis, staphylococcic infections, and the common cold. A victory over any one of them may come before the century is half gone.

THE SOVIET UKRAINE, ITS RESOURCES, INDUSTRIES AND POTENTIALITIES

(*Continued from page 428*)

iron ore. This latter port, with elaborate docking and cargo-handling facilities, is an outlet for the products not only of the Ukraine but also of the interior districts of the U. S. S. R.

Railroad transport is provided by a network of trunk lines connecting the largest cities with one another and reaching north, west, and east, as well as by numerous short lines within the republic. This rail network is denser than that in any other district of the U. S. S. R. and is served by the largest Soviet locomotives and the most modern types of cars.

The traffic on Ukrainian roads is a decisive factor in giving Soviet railroads the highest traffic records in the world—4,175,000 ton-kilometers per kilometer of track in 1937, and higher now.

As elsewhere in the U. S. S. R., however, maintenance of way and of rolling stock suffers from the overloading of Ukrainian railroads, and inefficient operation reduces their performance. Attempts are being made to relieve this pressure by building motor roads and shipping where possible by truck. So far this program has had little effect.

Airlines crisscross the republic, and regular planes maintain connections with Russian cities and adjacent foreign countries.

Telephone and telegraph lines interconnect the cities and towns and are being extended throughout the countryside—first to the State farms and machine-tractor stations, and then to the collective farm centers, in which the peasant population is more and more being concentrated.

In 1936 there were employed in Ukranian large-scale industry 21.8 per cent of all workers, engi-

neers, and technicians and other industrial personnel in the U. S. S. R., and the proportion is probably about the same at present.

Industrial labor is recruited from the collective farms and the cities. Primary education, said to be universal, is followed by training in high schools, special factory extension schools, and universities for a selected proportion of pupils. A special branch for the Ukraine of the Academy of Sciences in Moscow has been established in Kiev, the capital of the Ukraine.

Educational and other cultural facilities are provided by the republican government, with heavy contributions from the Union budget. These and institutions for health protection—hospitals, clinics, maternity and rest homes—are continually being expanded.

Social insurance covers all workers, the funds being supplied by the Government but administered by the trade-unions.

Housing is under the administration of the municipal government in the cities and is under public ownership—but individuals may own their own houses and obtain long-term loans to build them. Several of the new Soviet industrial cities have been built in the Ukraine, particularly in the Donets Basin and near the Dnieper dam. These cities are laid out according to a plan which includes plants and mills, hospitals, schools, theaters, and libraries, as well as housing for the population.

Industrial development in both old and new cities has, however, been so rapid that housing facilities are usually inadequate, and this condition accounts for the high labor turn-over that has characterized Ukrainian industry generally and the Donets coal mines in particular.

Ukranian collective farmers are probably better off than those in any other part of the Soviet Union, in the matter of individual and collective income, except possibly in years of local short crops, when food and seed loans must be made.

As the most important national republic of the Union, the Ukraine has benefited by large additions to its budget from the Union budget receipts, and it also receives State support in many other ways. The Dnieper dam and many other industrial developments are State capital investments.

As in other national republics, the native lan-

guage (like Russian, of Slavic origin) is encouraged, and is in general use in the government offices, the schools, and among the population. Ukrainian literature, drama, and similar cultural activities are fostered—Ukrainian writers and actors are decorated—industrial workers and farmers are publicized for their outstanding work.

The Stakhanov movement, credited with having resulted in a great increase in the productivity of Soviet labor in industry, agriculture, and transport, originated in the Donets coal mines and has spread all over the Union. Ukrainian industrial workers have shared in the increase in average wages in the country—which were nearly trebled, in rubles, between 1929 and 1938.

The Ukraine, however, also shares in the results of the pressure exerted, over the past few years, for increased production in industry and agriculture, and for more intensive work in transport, to make the country strong for defense.

While output of production goods and material for defense has grown rapidly, that of consumption goods has not kept pace with the demand, and the economic plan for 1941 calls for an increase in output of consumer's goods of only 19 per cent by value, against 23.5 per cent for production goods.

Since a large part of manufactured goods represents military supplies (textiles, leather and rubber products, foodstuffs), the amounts available for the civil population are strictly limited—in fact, rationed—and retail prices have been raised several times during recent years.

While the farmers in the Ukraine have benefited directly by the good 1940 crops, and their own share, above taxes and other dues, is said to be ample for comfort an deven for a sale of surpluses, the shortage of many goods in the cooperative stores and the high prices of those that are available must prevent the gratification of many personal desires.

THE ODYSSEY OF THE ZAM ZAM

(*Continued from page* 431)

Irun by train, thence to San Sebastián where they were given lunch and where some time was made available for purchases of clothing and other necessities for the most urgent cases.

The group visa covering these people worked surprisingly well, considering the fact that at the last moment it was necessary to eliminate the names of the ambulance drivers. The visa, which was made up on six separate pieces of paper, included names,

ages, occupations, passport numbers, places of issue and dates, and the individual money declarations as required by the Spanish Government. This document was not only stamped by the Separate Spanish authorities but it was also visaed by the Portuguese Consul. It was certainly in no way in keeping with the elegance of the new style green passports, but once it had been authenticated and stamped it would have required either a madman or a Houdini to even attempt its duplication.

The ZamZam passengers departed from San Sebastián at approximately 6:30 on Saturday evening, May 31, and crossed the Spanish-Portuguese border at Fuente de Oñoro the next day at noon. While in Spain they had been able to obtain fruit for the first time in many weeks, but the food shortage did not permit their obtaining anything comparable to that which was to be expected in Portugal. Mr. Poland and Mr. Wilson, the latter of the American Red Cross Commission in Spain, accompanied the representatives of the American Legation in Lisbon who had come to meet them. The last stage of the journey was near, and the people could now all look forward to a period of comparative rest, with the prospect of almost immediate repatriation to the United States. The adventure was coming to an end, but surely there are few, if any, of the refugees who will ever forget that vessel and the series of unexpected, trying and hazardous experiences into which she calmly sailed them.

HISTORY OF THE CONSULATE GENERAL AT LONDON

(*Continued from page* 429)

American ship *Diana*, tonnage not stated. During the crossing many "parts" were lost through gales and fogs.

Yet, although so seriously crippled as to be almost a mere hulk, this vessel—typical of many others of the time—managed to limp safely into the port of London; they knew how to build stout ships in those days!

In 1815, just after the War, Consular shipping business does not appear to have been very brisk, since between the 13th July and the 23rd October only six ships were dealt with, the number of entries referring thereto being just eleven. Five years later, in 1820, eleven ships, all "Protest" cases, were dealt with.

From a belated return of 1810 by Mr. Lyman, it appears that the papers of 50 American ships had been deposited and cancelled in his office between the 11th May 1805 and the 1st February 1810.

Connected with stores is the question of rations, and the English ship *Lord Somers*, of 256 tons or

"thereabouts," to which a "Laisser Passer" was granted on the 22nd January 1816 for the conveyance to the United States of 155 destitute American seamen, affords a typical example:—

Each man received:

Days	Allowance for each person	
Sunday	1 lb. Beef, 1 lb. Bread, ½ lb. Potatoes.	
Monday	1 lb. Beef, 1 lb. Bread, ½ lb. Potatoes.	One Gill of Vinegar per week
Tuesday	1 lb. Pork, 1 lb. Bread, ½ pint Peas.	Three Quarts of Water per day
Wednesday	1 lb. Beef, 1 lb. Bread, ½ lb. Potatoes.	
Thursday	1 lb. Beef, 1 lb. Bread, ½ lb. Potatoes.	
Friday	1 lb. Pork, 1 lb. Bread, ½ pint Peas.	
Saturday	1 lb. Beef, 1 lb. Bread, ½ lb. Potatoes.	

Permits for going ashore were no novelty in the last century, since, in 1846, there is a record of several men of the American barque *Diantha* being imprisoned by the Civil Authorities at Havana for being ashore without the necessary authorization; they had been to the American Consul who, it would seem, could do nothing—they were kept in prison 16 days until a British ship took them off as part of the crew.

Curious are some of the Agreements made in the early part of the 19th century for the transportation of distressed American seamen from England to the United States. In an agreement made in December 1811 for the conveyance of 30 men on the brig *Eliza Haley*, of Plymouth, of 174 tons or "thereabouts." "the Consul agrees to pay the Master through the Collector of Customs at New York the sum of $15 for each man, and in case the number of the said seamen shall be less than sixty the said Consul shall likewise pay or cause to be paid to the said Master the like sum of $15 for each and every

seamen so deficient, in like manner as if such seaman had been actually on board." Stores, clothing and all other things necessary for the men had to be provided by the Consul and put on board either at London or Plymouth. The Master had to deliver at New York all stores, etc., not used and carry no other persons than the distressed seamen and the crew—then follows a list of the stores provided. On the 17th March 1812 a similar Agreement was made with the Master of the *Cyprus* for transporting destitute American seamen to America on payment of $1,000.

In 1817 the Consul agreed to pay a Captain $10 for taking a distressed seaman to the United States, but contrary to this agreement, the Master refused to receive the man, in spite of repeated applications.

In the same year there is a complaint against the Cartel *Samoset* that of the clothing provided for 111 men by the British Government, when 101 men could only be sent, many articles were missing when the balance was returned before sailing. It was asserted that the articles had been stolen by a seaman and a passenger.

Complaints from seamen as to their treatment were as common then as now, although, no doubt, with greater justification. The majority of these complaints cover the years from 1816 to 1819, and may have found their cause in the aftermath of the War.

In 1816 a seaman complains of his arrest and confinement on board and the confiscation of his money, and in 1817 two American seamen report their bad treatment at Canton on board the *Lion* and also by an East India Company's vessel—a similar complaint cropped up concerning the American ship *William*. In the same year three other seamen complain of being put ashore at Cravesend, refused their effects, and so on.

It is not often that all the officers of a ship combine in a protest, but this happened in March 1816, when the officers of the American ship *Susan* lodged a petition with Mr. Aspinwall to have the vessel surveyed at once, as they could not trust their lives on an unseaworthy vessel. Their agitation was successful, since on the Surveyor's report the Consul cancelled the ship's Mediterranean passports on account of its unseaworthiness, the Surveyor having stated that she was not worth the cost of repairs and should be broken up—a grim reminder of the "coffin-ships" which Plimsoll in later years denounced so vigorously.

In 1839 trouble was caused by the illegal discharge of two of the crew of the *Exchange* and in 1841 many of the crew of the *Charles* made affidavits on the ill-treatment and death of John Wilson, otherwise Rue. The story occupies 15 large folio pages of the Record Book. The Captain denied the allegations and put the man's death down to sickness, but from the men's affidavits it would appear that Wilson was covered with sores from the floggings he had received with the staysail halyard and other implements from the two mates; his legs were terribly bruised and he had other injuries. The man was said to have become so weak and lame, that he could not rise from the deck and finally, in his weakness fell overboard, but was rescued by a seaman throwing him a rope—taken aboard, he lay in his bunk wet to the skin. A request for a canvas to make him a hammock was refused by the Captain. The second Mate, it was declared, had beaten him with a rope's end and made him lick up grease off the quarter-deck. After a week of terrible sufferings the man died.

For the year 1829, to change the subject, there is an entry in the Record Book which makes one wonder how and why it got there. It refers to an action in the King's Bench, London, against one David Evans, Captain of the ship *Biscayan—nationality of the vessel not stated*—for refusing to bring back from Genoa a British seaman, contrary to Statute II of Geo. III, and subjecting the Master to three months' imprisonment: "The Jury said their minds were made up and they immediately pronounced a verdict of 'Guilty' " says the report of the trial.

In 1831 Mr. Aspinwall adopts the "polite sarcastic" tone in a letter to the Captain of the *Grampus*, with reference to two seamen left behind in hospital:—

"You probably on your departure from London were so pressed for time that the obligation you are under to deposit the three months' extra wages for each seaman left behind, escaped your memory!" Then dropping politeness, he reminds the Captain of the Act and threatens, if payment is not quickly arranged, to report to the Government, and ends: "I trust, however, that you will relieve me from this painful alternative; I assure you I would do it with the greatest reluctance, but still, I could not avoid it." The Master, from Havre, refused to pay, giving his reasons and ending up his reply with some mild sarcasms at Mr. Aspinwall's expense. On the subsequent happenings the Record Book is silent.

The years 1831, 1832 and part of 1833 were not very active in shipping matters, since only 15 Bills of Health in all were issued during that period. But 1831 was notable on account of the many complaints against the vexatious actions and claims by crew-members of American ships brought to England.

An Arbitrators' Award of £595.13s.0d. made in 1834 to some smacks' crews for assisting the American ship *Russia* is noteworthy from the fact that

Messrs. Baring acted as bankers and two of the arbitrators gave their addresses as from "John's Coffee-House in the City" and "Lloyd's Coffee-House in the City"—this place was the cradle of the modern "Lloyd's."

I must now revert to an earlier period which touches upon shipping matters in a dignified manner:—

An entry for 1816 refers to a Despatch of the Department of State at Washington of February 6th and is signed "James Monroe." It concerns disbursements made for destitute American seamen during the time when there was no American Minister in London, so that Consuls had to make payments on their own responsibility. The Despatch asks Mr. J. Q. Adams, the then Minister, to examine the Consul's accounts and to pay all amounts found correct. Owing to this kind of disbursements being still very heavy, the utmost vigilence and economy in this branch of expenditures is enjoined. The Minister is to supervise and revise all accounts at short periods and they are to be paid by his *own* drafts on the bankers. An enforcement of the Law of 1803 in respect of seamen's wages is particularly recommended. A circular was thereupon sent out to all consuls. The reference to the Act of 1803 recalls the decision of the 28th August 1829 of the United States' Attorney-General in a wages' dispute between the Master and crew of the ship *Augusta*, i.e. "That the Master of every seaman discharged in a foreign port had to pay over to the Consul three months' pay, over and above the wages, which may then be due to such seaman," as this established "a necessary connection between the pay to be advanced to the Consul and the rate of wages then accruing to the seaman." Further: "The policy of the law and the intention of Congress were to discourage, as far as was practicable, the discharge of an American seaman in foreign countries under any circumstances whatever."

A quaint letter from the British Consul-General in New York to the Commanders of His Majesty's Ships-of-War for Isaac Myers, finds a place in the Record Book of 1809; he is described as the "son of a very respectable character in this City and a native citizen of the States; misfortunes have attended him in his Business in a retail store and he has resolved to follow the sea as his future Line of Life. I, therefore, out of respect to his Father and to prevent the possibility of his being by mistake impressed into His Majesty's Service take the Liberty to give him this Letter."

This communication seems to throw a lurid light on the "Press-gang" risk of the time.

In the same year England was in the midst of her life and death struggle with Napoleon, so that

the following letter on the then position for legitimate trading may prove of interest:—

"Newburyport, June 22nd, 1809.

Capt. Moses Emery
(of the *Edward*).

Sir:

I have not written you before, not having anything special to communicate. I hope you have, before this reaches you, obtained a freight. I think freights will not be any higher, but rather lower, unless the Continent is open, which there is no prospect of, that we know of: you being so near to the Seat of Government, are under better advantages to judge than I am. Should you go to England or Ireland, I think you had better send home all your freight money, which you do not choose to take with you in guineas; for goods will not pay any freight, and bills of exchange will be much under par. If you should go to the North of Europe, I think some articles may be purchased to pay a freight home. As soon as I hear from you to know where you are bound to, will write to you again. If you can sell the Barque for a price that you think best, I shall be satisfied with it. If you can get a tolerable good freight, perhaps she will sell best with a freight on board. Premiums are low to England 3½ or 4 per cent passage out. Your friends are well. Wishing you health and prosperity

from your friend
(signed) John Pearson."

In 1832 the Captain of the *Fanny* refused to take the greater part of a cargo of hemp on board, because the merchants of London had been guilty of "a breach of contract in sending hemp on board his vessel on other packages than those agreed upon."

Few people have not heard of the "Dreadnought" Hospital for Seamen at Greenwich, but in 1840 it was only a Hospital Ship, so that the bill of charges incurred by the Consulate for putting-up, treating and transporting a destitute American seaman is worth question:—

1 8 4 0

Nov. 10	Paid Board, Lodgings, etc., from the 3rd Nov. to this day inclusive	£1.	2. 6.
	Paid Porterage and Warehouse-rent of his baggage		4. 0.
	Paid for a Pea Jacket for him		10. 7.
	Paid his passage to New York $10 p. *Gladiator*	2.	5. 0.
		£4.	2. 1.

The "cured" Certificate of Discharge from the

hospital has written across it:—

"The Public are requested not to attend to this Certificate, if presented for the Purpose of Begging."

Speaking of hospital ships there is a record for 1825 of an American seaman who was on the hospital ship *Grampus* lying off Deptford Creek, which was described as "Patronized by His Most Gracious Majesty George the Fourth."

Overcharges of dues on American vessels at Ramsgate and in Ireland gave rise to the following letter from His Majesty's Treasury to the commissioners of His Majesty's Customs, dated 29th May, 1816:—

"After our hearty commendations—having had under our consideration your report of May 1st, 1816, on a letter from Mr. Hamilton, stating by direction of Lord Castlereigh that the American Minister at this Court has represented to his Lordship that there continues to be levied on all American Vessels at the Trinity-house for light money Ramsgate harbor dues, pilotage, ballast supplied and sundry duties and charges other and higher than those paid on the same Account for British Vessells and that the same are incompatible with the 2nd Article of Commercial Convention between the two Countries which was signed in London on the 3rd July last—Also that in Ireland American Vessells are not upon a footing of equality with British Vessells with respect to Passengers as stipulated in the abovementioned Convention—We do hereby authorize and require you to give the necessary directions for repaying to the several parties entitled thereto the several dues and charges levied upon American Vessells which may be other and higher than those paid on the same account for British Vessells under the same regulations as at present exist, in regard to Portuguese Vessells and authorized by a several warrant from this Board dated the 1st Oct. 1813 and for so doing this shall be your warrant.

Whitehall Treasury Chambers
the 29th May
B. Paget (
Lowther (signed
C. Grant jr. (

I will conclude this chapter with a reference to the Commander of the American ship *Commonwealth* who, on being appointed to succeed a Captain Wilder in 1854, was unable to write and had to make his "mark." An echo of the Italian struggle for Unity is recalled in General Garibaldi having to make an affidavit on this appointment! Is it possible that only an illiterate captain could be found to engage in what may well have been a risky revolutionary undertaking? The object of the proposed voyage is not stated.

(*To be continued in a subsequent issue*)

MARKETING UNDER THE SOUTHERN CROSS

(*Continued from page* 452)

twice as much as their larger relations.

Pineapples are good the year round. There are numerous varieties of which the white are the best.

As we near the brightest spot in the bazaar I see some beautiful orchids, "Chuva de ouro" (shower of gold). Orchids are indigenous to Brazil. There are more than thirty thousand diversities. The commoner are purple or lavender, green, red, yellow and brown. Most of them grow in the warmer dense forest, some on rocky hillsides. Some are air plants, some are ground orchids. An occasional white one brings a price many times that of other sorts. The large cultivated "Laelia Purpuratum" is sometimes sold in open market too, and can be bought for about twenty cents a blossom. I buy an armful of "Chuva de ouro," which have long graceful sprays of yellow, and yellow with brown butterfly shaped blossom, for a dollar.

The "cesta" is well loaded by now, yet I have forgotten to buy the chickens, and I know I'll have to take them alive; the cook must dress them. Up to a few years ago there was no refrigeration here and an old law, still in force, compels dealers in all markets to sell game and fowl still living.

The wife of a friend of mine in the cabinet passes smiling with amusement at our basket, with a mass of orchids at one end and the chickens peering wisely over the other.

"Would Senhora like a cup of coffee at the coffee bar on the market?" suggests my little barefoot business man. A small cup of coffee can be had for 200 reis (about one cent). Most customers fill their cups half full of sugar before the clear dark liquid is poured in. It is a very strong drink, almost a liqueur.

We have to look sharp now as the wagons start coming into the "Largo" at eleven-thirty to haul the left overs away. Policemen are always on guard to prevent physical disputes, and to see that every trace of the market is cleared away by midday.

I give the "carregador" carfare and my address and promise him ten cents (2 milreis) and a tip on delivery. These boys, though gamins of the street, have a code of their own. They are smart enough to remember an address even if they have never seen a schoolroom, and are never known to run away with purchases.

In spite of many inconveniences I am glad of a few years in São Paulo and a glimpse of interesting vestiges of past ways of marketing, as well as the daily vision of its tropical color and rapid transformation into a towering metropolis.

THE BOOKSHELF

(*Continued from page* 449)

when the Empire is fighting desparately with its back to the wall, Mr. Klemmer's picture of the consequences, to this country, of a policy of "too little and too late" is particularly timely.

ALAN N. STEYNE.

THE FOUNDATIONS OF A MORE STABLE WORLD ORDER, Walter H. C. Laves, Editor, The University of Chicago Press, 1940, pp xiii, 193. $2.00.

This book consists of six public lectures by University of Chicago professors at the annual institute of the Norman Waite Harris Memorial Foundation in Chicago during the week of June 25-July 2, 1940, when French resistance was collapsing and when the United States was suddenly faced with terrifying new possibilities. These lecturers remained calm and presented a dispassionate historical analysis of the factors behind the world's failure to achieve order.

Ferdinand Schevill says that he proposes to answer the question whether a succession of world wars is the inevitable concluding phase of our civilization, but ends with no attempt to do so. He finds existing chaos to be due to "an abusive exaggeration of the two ruling phases of our civilization—science and the nation-state."

Charles C. Colby gives a brief history of the maritime policies of the principal shipping nations, and finds their future highly obscure.

Jacob Viner, J. Fred Rippy, and Walter H. C. Laves agree on the need for a vigorous hemispheric defense program. Viner demonstrates the danger to us of German barter methods in Latin America and recommends our sponsorship of political, economic, and military cooperation among the American peoples; he particularly advocates our aid in marketing Latin-American surpluses. He cautions, however, against overstressing a Western-Hemisphere program to the neglect of "political and economic areas outside the hemisphere which are much closer to us in culture and ideology than the Latin-American countries and which present more favorable prospects for economic cooperation on a basis of mutuality of considerations." He advocates the Western-Hemisphere program merely as an expedient—"a meager and possible ineffective one"—for dealing with an emergency situation.

Rippy advocates all-out collaboration with Latin-America. He goes farther than Viner in advocating immediate adjustment of tariffs and debts. He recommends that the independent states of the hemisphere form an economic union to which Canada may be admitted, if it so desires.

Laves states that if Britain wins the war, one might look forward to a world order based on cooperation among national states with substantial limitation on their traditional sovereignty. If Hitler should win. world order might be based upon domination of a single country in each of a limited number of areas, say the following four: Western Europe under Germany; Russia under the U. S. S. R.; the Far East under Japan; the Western Hemisphere under the United States, with democratic axes extending out to Australia, New Zealand. and any other existing uncontrolled and democratic areas.

Viner appears to be less hopeful than Rippy and Laves of the United States substantially modifying its tariff policy in the interest of hemispheric or world order. He fears that history will record the reciprocal trade-agreements program as "a magnificent gesture but an unsuccessful one." In the opinion of this reviewer, however. Viner gives insufficient weight to what the program has accomplished in preventing worse things from happening to world trade than actually happened. It certainly has served to prevent many countries from setting up as serious barriers to trade as they would otherwise have done. Furthermore, this country's existing trade-agreement commitments not to increase the trade barriers on a long list of products, together with the greatly expanded public comprehension of the role of tariff barriers in general prosperity which has resulted from the trade-agreements program, should go far to help resist the onslaughts of postwar protectionism.

Underlying all six lectures is the thought that the world has hardly started to think in terms of "putting teeth" in its international governmental institutions. Quincy Wright, for instance, effectively catalogues and analyzes the glaring deficiencies of international law in this respect. Rippy doubts whether, given the sentiments of this nation since the world war, we could have, even had we entered the League of Nations, contributed effectively to preserving world order. The net impression from the lectures is a combination of an appallingly rudimentary legal and institutional basis for world order with an appalling limited realization by human beings of the extent to which world order will require giving up old ideas of national sovereignty. These lectures do not point to a very hopeful reply to Schevill's opening and unanswered question whether a succession of world wars is the inevitable concluding phase of our civilization.

CONSTANT SOUTHWORTH.

OUR LATIN AMERICAN NEIGHBORS, by Philip Leonard Green. New York: Hastings House, 1941, 182 pp. $2.00.

Here is the primer par excellence on Latin America which all neophytes in the matter (and there must be *some* of them even in the Service) will read with profit and enjoy doing so. It is short, concise, realistic, yet very sympathetic, and achieves its purpose, i.e., an introductory survey of Latin American life in all its phases. It includes chapters on the "Mysterious Beginnings," "The Incredible Indians," "The Many Melting Pots," "Geography Does Its Work," "Imported Ideas," "How Latin Americans think."

The author has specialized in Latin American studies and is at present Latin American Specialist in the office of Foreign Agricultural Relations, United States Department of Agriculture. He also lectures at the Department of Agriculture Graduate School. FRANCIS COLT DE WOLF.

AMERICA CAN WIN, by Major Malcolm Wheeler-Nicholson. The Macmillan Company, New York, 1941, 246 pp. $1.75.

A timely, cogent and readable book consisting of only 246 pages of large print within which one finds a good analysis of America's relation to the world at large at the beginning of 1941. The author advocates more aggressive action for the United States in union with Great Britain and against the Axis powers. He points out our suicidal determination to follow the fatal course of other democracies and the powerful weapons we actually possess when the will to action is developed.

World events are moving so fast that a book such as this soon becomes out of date. Several policies recommended by the author have already been adopted by the United States.

The author as an army officer does not write so encouragingly about this branch of our armed forces. His comments should engage the attention of those responsible for War Department policies and the efficiency of our army because he details rather scathingly and convincingly serious defects in organization.

While the chapter on Soviet Russia is out of date, the author may be commended for an accurate appraisal judged from his opening expression that despite ideological differences as wide apart as the poles there is a certain similarity in foreign interests between Russia and the American democracies. This fact was not as clear as it is now at the time the book was published.

JOSEPH T. KEATING.

VISITORS

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

	June
Walter L. Smith, Aguaprieta	2
F. Lester Sutton, Windsor	2
Garret G. Ackerson, Jr., Bogotá	2
W. Bruce Weldon, Cairo	2
Dorothy S. Jacques, London	3
Mrs. Duwayne G. Clark, Madrid	3
Donald B. Calder, London	3
Frederick J. Mann, Kobe	3
Richard A. Johnson, London	3
Edward I. Nathan, retired	4
Joseph Palmer, 2d, Narobi	4
Ray L. Thurston, Bombay	5
Alice Magee, Rome	5
Paul F. DuVivier, St. John's	5
Sidney H. Browne, Buenos Aires	6
Wymberley Coerr, La Ceiba	6
Meredith Weatherby, Osaka	6
C. Paul Fletcher, Alexandria	6
Richard H. Post, Montevideo	6
Joseph J. Wagner, Bombay	6
R. Kenneth Oakley, Bogotá	6
Francis M. Withey, Nice	6
Charles H. Whitaker, Manila	6
A. H. Lovell, Jr., Singapore	6
Wallace W. Stuart, Colombo	6
M. Robert Rutherford, Shanghai	9
Alva Taber, Department of State	9
Alfred T. Wellborn, Hong Kong	9
J. Clyde Marquis, Rome	9
Edward N. McCully, Department of State	9
Frank J. Keefer, Department of State	9
John Z. Williams, Ciudad Trujillo	9
R. J. Cavanagh, Montreal	9
W. L. Beaulac, Madrid	9
R. B. Jordan, Ottawa	9
Mason Turner, Lima	10
Samuel H. Day, Toronto	11
Julian L. Nugent, Jr., Puerto Cortés	12
Arthur Bliss Lane, Belgrade	12
Carol H. Foster, Johannesburg	12
Robert B. Macatee, Department of State	13
Walter H. McKinney, London	13
R. A. Boernstein, Yarmouth	14
John D. Jernegan, Department of State	16
A. S. Cruger, retired	16
Richard A. O. Schwartz, Ottawa	16
Harrison Lewis, Berlin	16
Ivan B. White, Rio de Janeiro	17
John R. Putnam, retired	17
Lloyd V. Steere, London	17
Geo. A. Makinson, Tokyo	17
John B. Ocheltree, Department of State	17
Charles H. Heisler, Tunis	17
Annette M. Wiemer, Lisbon	17
Bolard More, Lagos	17
Philip P. Williams, Rio de Janeiro	17
H. Bartlett Wells, Reykjavik	18
Kenneth G. Boynton, Department of State	18
Jefferson Patterson, Berlin	18
Geo. C. Howard, Stockholm	18
Mason Turner, Lima	18
W. H. A. Coleman, Berlin	19
R. Henry Norweb, Lima	19
D. J. Laing, Bern	20

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