

The **AMERICAN
FOREIGN SERVICE
JOURNAL**

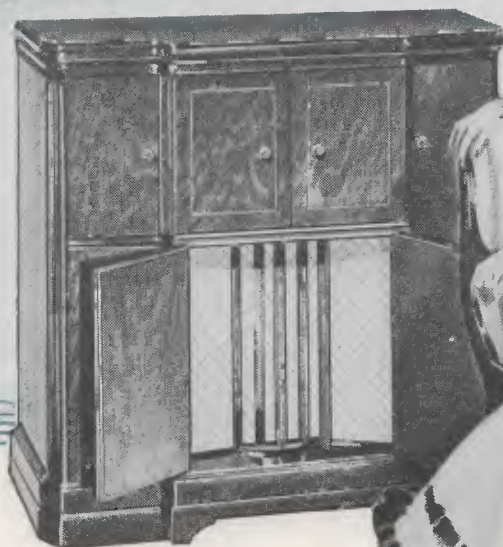
VOL. 18, NO. 9

SEPTEMBER, 1941



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for Americans in Foreign Service



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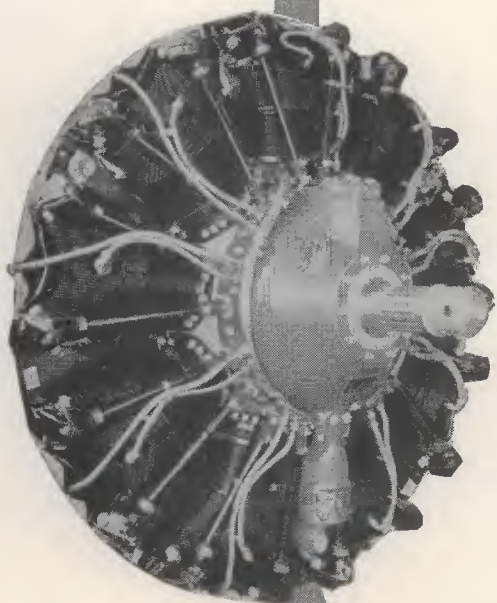


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THE AMERICAN FOREIGN SERVICE JOURNAL

PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

VOL. 18, No. 9

WASHINGTON, D. C.

SEPTEMBER, 1941

Guarding the Ramparts of Freedom

By J. EDGAR HOOVER, *Director*

Federal Bureau of Investigation, United States Department of Justice

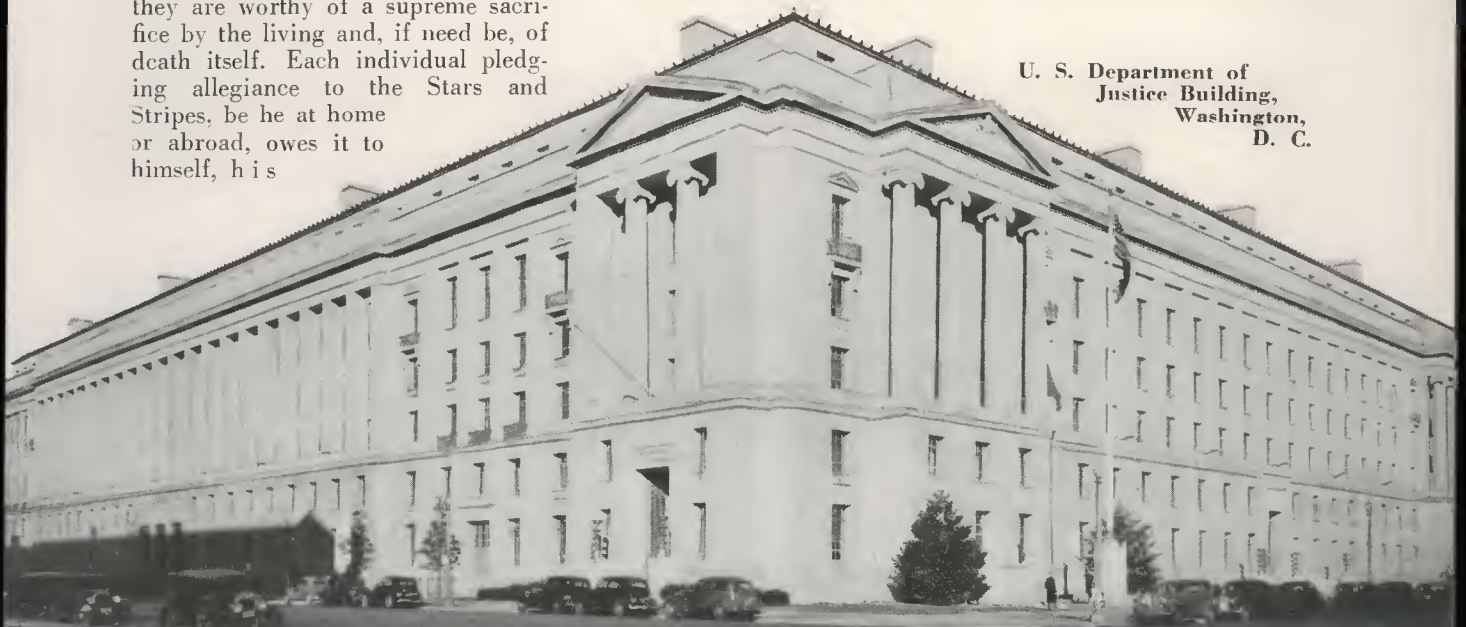
THOUGH scarcely twenty-three years have elapsed since the firing ceased in 1918, America is today in the midst of a crisis. Liberty itself is at stake. We cherish—and rightly so—the privilege of self-government, freedom of speech, and of worship. These must be retained, for without them our vaunted citadel of liberty will crumble and democracy itself will vanish from our shores.

These God-given privileges are worth preserving; they are worthy of a supreme sacrifice by the living and, if need be, of death itself. Each individual pledging allegiance to the Stars and Stripes, be he at home or abroad, owes it to himself, his

fellow man, and his country to aid in keeping America strong and free from the dread forces of totalitarianism and subversion. The sailor, the soldier, the law enforcement officer, the public official, and the citizen—each in his own way—can assist in guarding the ramparts of freedom.

Within recent months it has been demonstrated time after time that planes, ships, and marching columns of infantry are not the sole effective weap-

U. S. Department of
Justice Building,
Washington,
D. C.



ons of a conqueror. Spies, saboteurs, and so-called "Fifth Columnists" have been employed to soften and divide the enemy until military conquest became a foregone conclusion. Divide and conquer has been the rule, and within our midst today are those who would subvert America and, by hampering national defense efforts and destroying morale, make of us a rich prize for a victorious foe. Cooperation and same effective action were never so important or urgently necessary as they are today.

Particularly disturbing, in view of the general situation, has been the hoodwinking of many Americans by the fakirs of totalitarianism who cry for liberty when they themselves are deeply submerged in plots to destroy that which they claim to protect. We must be on our guard and discern the clever manipulations and false doctrines of these who under the garb of democracy seek to bore from within and weaken our internal defenses.

During the World War era our Nation was, in a sense, a paradise for spies and saboteurs. Then there was no centralization of investigative effort. There was confusion and duplication, and private organizations, because of their excessive zeal, frequently endangered the rights and reputations of innocent individuals. Foreign agents went hither and yon in the perpetration of their nefarious schemes.

In the light of our past experiences and in view of the fact that espionage and sabotage are always nationwide in scope, the President of the United States in June, 1939, directed that the investigation of all espionage, counterespionage, and sabotage

matters be coordinated and handled by the Federal Bureau of Investigation, the Military Intelligence Division, and the Office of Naval Intelligence. The last two agencies are handling matters pertaining to the activities within the armed services and cases in the Canal Zone, the Philippines and certain other possessions, while the FBI (Federal Bureau of Investigation) of the Department of Justice has jurisdiction over all civilian national defense investigations and all matters dealing with internal security in the United States, Hawaii, Alaska, and Puerto Rico.

As a further step in the coordinaton of national defense investigations, the Chief Executive issued on September 6, 1939, a formal statement calling upon police officers, sheriffs, and all other law enforcement officials in the United States to cooperate with the FBI in this work. The directive read:

"The Attorney General has been requested by me to instruct the Federal Bureau of Investigation of the Department of Justice to take charge of investigative work in matters relating to espionage, sabotage, and violations of the neutrality regulations.

"This task must be conducted in a comprehensive and effective manner on a national basis, and all information must be carefully sifted out and correlated in order to avoid confusion and irresponsibility.

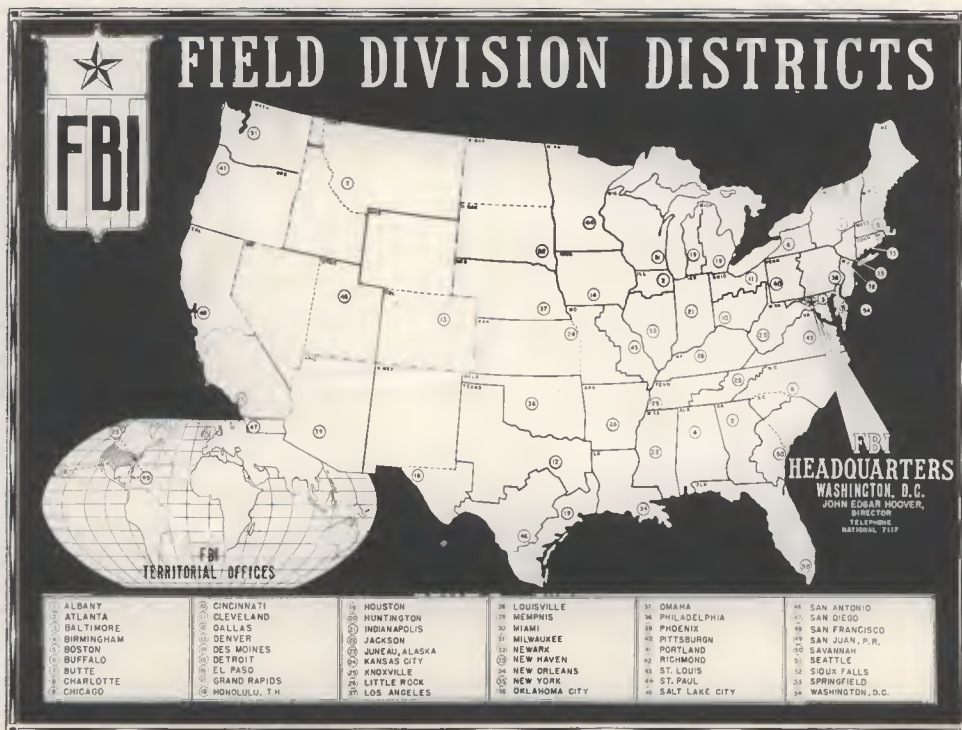
"To this end I request all police officers, sheriffs, and all other law enforcement officers in the United States promptly to turn over to the nearest representative of the Federal Bureau of Investigation any information obtained by them relating to espionage,

counterespionage, sabotage, subversive activities and violations of the neutrality laws."

The Federal Bureau of Investigation has for years been in close contact with local law enforcement, and immediately after the centralization of national defense work a still greater program of coordination was instituted under

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

★ ★ ★ John Edgar Hoover, Director ★ ★ ★





A portion of the fingerprinting section of the Identification Division, Federal Bureau of Investigation, U. S. Department of Justice, where the finger impressions of criminals are classified and compared.

the FBI Law Enforcement Officers Mobilization Plan for National Defense. Conferences with police officials, sheriffs, state police officers, and others engaged in the law enforcement field were held by the fifty-four field divisions of the FBI in strategic cities throughout the Nation. Over 7,000 officials attended the original meetings, and a program was worked out whereby local agencies would assist the FBI in the actual investigation of national defense cases. The conferences proved so satisfactory that they are now being held in several cities in every state on a quarterly basis. To show the coverage of these conferences it might be mentioned that in California during one quarter, nineteen meetings were held in as many cities. The 150,000 police officers of America have supplemented the private groups of World War I in the investigation of cases. The task is primarily one for the trained police officer. It is being done much better today than before and adequate precautions are being taken to protect the rights and reputations of innocent persons.

Occupying a key position in the national defense

picture are the graduates of the FBI National Police Academy, which had been termed "The West Point of Law Enforcement." The Academy was founded in July, 1935, in order to provide training for local and state law enforcement officers and as an extension of the FBI's program of cooperation with local and state law enforcement agencies. Approximately 600 selected officers from every state in the United States and seven foreign countries or territorial possessions have completed the twelve weeks' course of study designed to acquaint them with the latest in investigative technique and qualify them as instructors before local police schools. The total police personnel represented by the graduates is approximately 90,000. Thoroughly trained in national defense activities, these graduates are active in their support of the FBI Law Enforcement Officers Mobilization Plan for National Defense.

Spies and saboteurs are in reality no different from the kidnapper, the bank robber, the armed gangster, and the confidence man. The successes of major criminals depend upon the hazzleness

they display in the perpetration of their crimes. So it is with the spy and his cohort.

Counterespionage is the defense against espionage. It consists of placing the spies under surveillance, constantly studying their contacts, and their methods of operation. Isolated incidents must be fitted into the pattern of nationwide events. The measure of success in combating these enemies of America cannot be gauged by arrests made or convictions obtained. Rather it is the number of spies identified, their sources of information learned and eventually closed. Arrests are in order only when the spies are fleeing the country or are no longer useful to the investigators in making further identifications, or in obtaining additional information.

No matter how fantastic or ridiculous a complaint may appear, it must be carefully scrutinized and at times facts must be established which definitely prove or disprove the allegations. Many of the espionage cases which have been successfully prosecuted in the past were the results of thorough, painstaking investigation following a complaint which at first blushed seemed stranger than fiction. National defense investigations require greater diligence and greater activity than probably any other type of inquiry which Special Agents of the FBI and local law enforcement officers are called upon to perform.

Sabotage directed at our country's industrial preparations may take any of many forms. Equipment or machinery may be damaged by chemicals or abrasives or completely destroyed by time bombs or other explosives. Injury to raw materials, arson, bacterial infection of water or food, and theft of blueprints or other confidential data are still other methods. Some schemes are ingenious indeed.

The antidote for sabotage consists of preventive measures designed to make our plant facilities impregnable to the inroads of the would-be destructionist. At the outset of the current emergency certain laxities were noted throughout the industrial world and it was believed that these, if not corrected, might prove a great weakness in the event of a dire emergency. In the Fall of 1939, the FBI undertook an extensive plant survey program at the request of the War and Navy Departments, which furnished a priority list of plants engaged in the manufacture of national defense materials. Today 2,428 key industrial facilities are on this list and already approximately 1,700 of these have been carefully surveyed.

Before any surveys were undertaken, however, officials of the FBI spent months in intensive study

and preparation, and each Special Agent later to be assigned to this work was given a thorough course in plant survey methods and procedures. The sole interest of the FBI in making the surveys is to locate the weak points in the defensive armor of industrial plants and bring these to the attention of the managements in the form of recommendations for greater protection against spies and saboteurs. Under no circumstances do legitimate employer-employee relationships enter into the picture.

That such a common sense program was badly needed is evident in view of some of the conditions which have been uncovered in American industry. In the survey of one plant engaged in making vital national defense materials it was noted that the fire protection consisted chiefly of water buckets which were suspended from the ceiling or hung from the walls at strategic points. Regardless of the merits of this particular system under ideal conditions, it was far from perfect in practice in this instance. The survey disclosed that all but a few of the fifty-three buckets provided were either empty or contained but a few inches of water. Several of the buckets had holes in them, and, in fact, a few had no bottoms whatsoever.

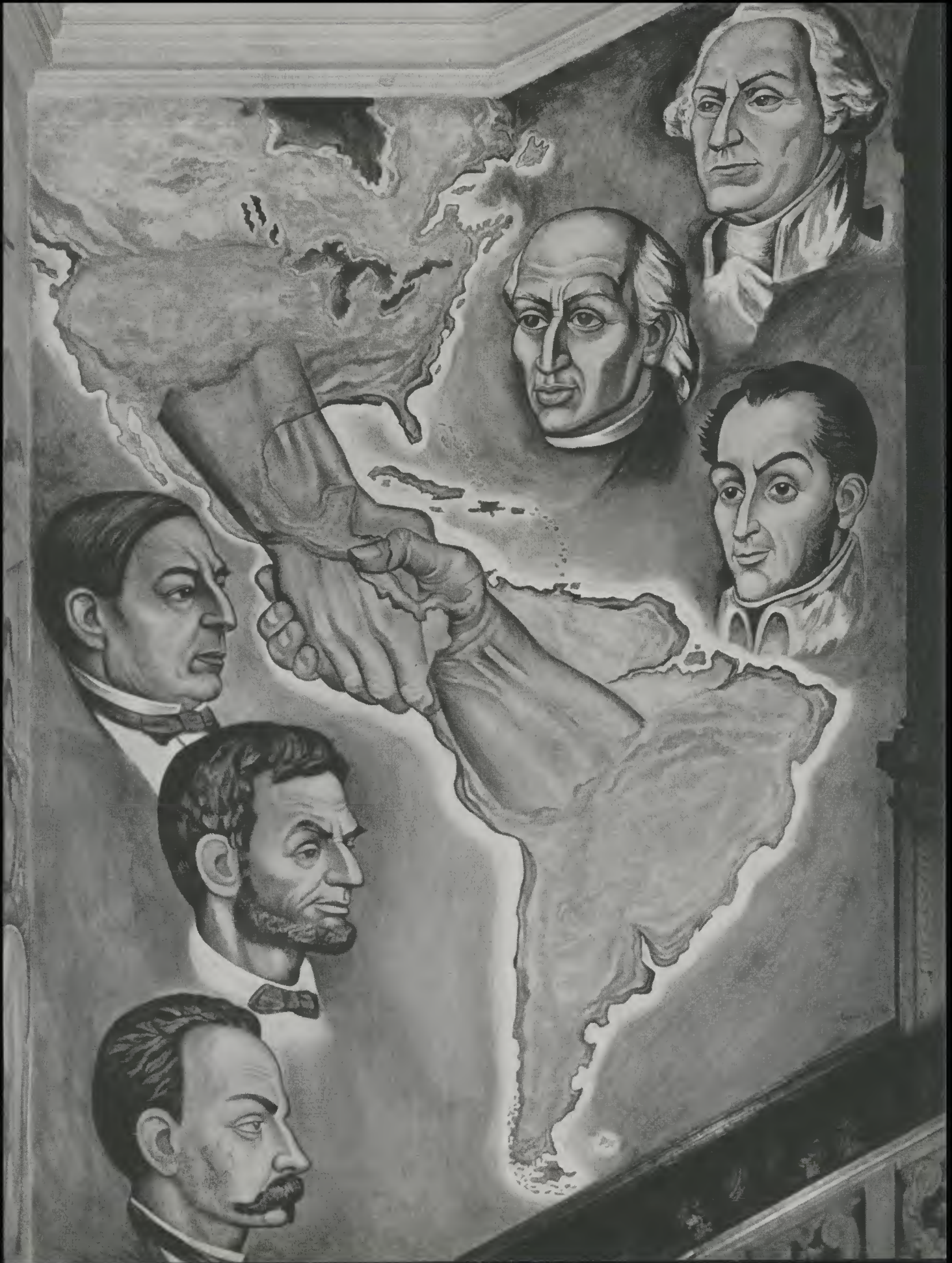
In another establishment it was observed during the survey that the plant mail truck driver followed the practice of leaving his vehicle in an unlocked condition in front of a building to which the public had ready access. On one occasion the unlocked truck was parked in front of the building for approximately twenty minutes. At the time it contained a number of specifications, confidential correspondence, and a particularly secret and confidential formula—all readily accessible to any passerby. Of course, in this instance as well as in the other, recommendations for correction were made to the plant managements.

Industry as a whole has cooperated magnificently

(Continued on page 533)

FACING PAGE

In addition to the well known murals in the Mexican Embassy at Washington, there is a new one, depicting Pan-Americanism, by Roberto Cueva del Rio, a young Mexican artist. It represents North America and South America in a friendly handshake. On the right there are the heads of George Washington, Miguel Hidalgo and Simon Bolivar; on the left those of Benito Juárez, Abraham Lincoln and José Martí.





Erich Windels, former German Consul General in Philadelphia; Raymond Muir of the State Department; and Geatana Vecchiotti, former Italian Consul General in New York, photographed on the east-bound trip.

Prince Carl Bernadotte (left), nephew of King Gustave of Sweden, and Frederick A. Sterling, American Minister to Sweden, smoke a last shipboard cigar on their arrival in New York on the *West Point*.



Vice Consul Brigg A. Perkins arrived from Oslo on the *West Point*.

West Point Voyage

By RAYMOND D. MUIR, Divisional Assistant, Division of Protocol, State Department Representative on the recent voyage of the U.S.S. *West Point*

Acme Pictures

ON JUNE 16 the Department informed the German Embassy that their consular and other officials must leave the United States, and the Division of Protocol was instructed to make arrangements for their departure. Since Protocol had compiled a record of all foreign government officials and employees in the United States we were in a position to know who would have to leave the country in compliance with the Department's note. After numerous conferences with officials of the German and later the Italian Embassies final arrangements were made for the departure and I was detailed to accompany the German and Italian personnel to Lisbon. The first question to arise was that of a ship to transport these people.

A survey of the passenger ships available on the East Coast indicated that there were none large enough to transport even the German group, and when the Italian officials were ordered out, the question of securing a ship became a real problem. After conferences with the Maritime Commission it



A long-delayed reunion took place when Richard Hottelet, U. P. correspondent, was greeted at the dock by his mother.

Henry H. Balch, Consul General at Genoa, arrived on the *West Point* with Mrs. Balch.

Mr. and Mrs. Edward A. Dow and their daughter, Rosemary, arrived from Leipzig, where Mr. Dow was Consul General.





Welcoming the *U.S.S. West Point* as she pulled into her berth at New York. Pick out the people who have spotted their loved ones.



Mr. and Mrs. Leslie E. Reed and their daughter, Roslyn, arrived from Athens.

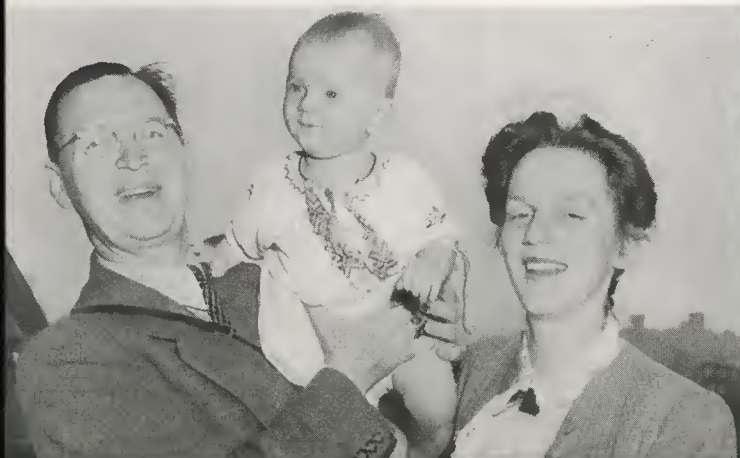
was decided to request the Navy Department to make available one of the passenger ships which had recently been taken over by the Navy for use as transports. As it happened, the *America*, of 35,000 gross tons, largest passenger ship built in the United States, had been turned over to the Navy on June 15 and was being converted into a Naval transport at the Norfolk, Virginia, Navy Yard. She had been renamed the *West Point*, and had accommodations to take care of the 464 persons who were being sent back to Germany and Italy, and would also be able to accommodate the American personnel of our consular establishments who had been ordered out of Germany, Italy and the countries which had been occupied.

The Navy had stripped the *West Point* of much of its equipment which had been used for passenger service. However, staterooms accommodating approximately 199 persons had remained unaltered, and the remaining staterooms had had extra bunks put in them and would accommodate approximately 1,141 persons. Two of the public rooms had been left practically untouched, namely the largest of the dining rooms, and the large smoking room in the forward part of the ship.

The Navy rushed to completion its conversion of the ship and she left Norfolk on July 12 for New

(Continued on page 527)

Dr. Frederick Krneger, Public Health Surgeon, recently at Vienna, shown with his wife and 8-month-old daughter, Jeannette.



Life raft on the *U.S.S. West Point*.

Ben Robertson, PM reporter in England, and Jay Allen (North American Newspaper Lines — NANA) returned on the *West Point*. Allen had just completed four months in prison in occupied France and was released through the efforts of the State Department.



Mrs. Bovio Pallucca and her little son, Robert, greeted by Mrs. Pallucca's brother, I. A. Weir, upon the arrival of the Palluccas from Milan where Mr. Pallucca was attached to the Consulate.



History of the Consulate General at London

By the late PERCY R. BROEMEL

(Continued from the August, 1941, issue)

STORIES OF SLAVERY

WHEN one considers modern conditions, it must appear strange that little over half a century ago slavery flourished and was openly practiced by civilized peoples.

The first record we have is that of an affidavit made in 1840 by one Gilman Sleeper, of the American barque *Jones*, who stated that he did not know when signing on that she was engaged in the slave traffic with West Africa, as he believed the ship bound for Montevideo. He was arrested on board at St. Helena by His Majesty's ship *Dolphin* and brought to England by the *Java*. He declared that he knew nothing of the slave-irons and shackles found on board the *Jones*. A similar affidavit by another seaman named Ransom Rarman, declared that the ship was accused of also carrying false papers and that two other vessels with the same owners were at New York. A third seaman also testified in a similar manner. The captain, it appeared, had also told them that the ship was not really American, as they had believed, but belonged to Havana, to a certain Don Pedro Martinez. The captain had also offered to increase their wages from 18 dollars a month, as greed upon at Charleston, to 45 dollars a month, if they had consented.

The year 1841 is remarkable for a real drama of the sea which many a writer of fiction might envy. Horatio Nelson Sawyer, of the American brig *Alexander*, made affidavit that on refusing to consent to take on board at Sierra Leone a cargo of slaves for Havana, ten of the crew were simply put ashore in an uninhabited spot by 50 armed men under the direction of the captain. He heard that later on 860 slaves were taken aboard with a Spanish crew for Havana. The marooned members of the crew struggled to make their way to Sierra Leone on foot, but of the 10 men five died of fatigue and want of food en route and two more died in hospital at Sierra Leone from exhaustion. Deponent had also been seized with fever at Sierra Leone, but recovered and came to England on the English barque *Hartley*. He did not seem certain of what had become of the other two men. The names of the 9 men were appended to the affidavit.

The copy of a deed of Emancipation from slavery granted by Lizardi Brothers, of New Orleans, to a slave named Celestin in 1839 and certified by Con-

sul Aspinwall, of London, in 1843, before whom both Manuel Lizardi and the slave appeared, is of interest:

"We do hereby declare in the most solemn manner that By these presents we do give liberty to our slave Celestin and set him free of all and every bondage and lien that he was under towards us as our slave up to this time. In faith hereof we sign these in the City of Paris on the seventeenth day of June in the year of our Lord One thousand eight hundred and thirty-nine.

(signed) Lizardi Hos., United States.

The "Hos" stands for the Spanish "Hermanos" (Brothers); no reason is given why a deed signed in Paris should have had to be certified in London.

One more reference to slavery is worth noting, as it refers to conditions obtaining after the conclusion of the Civil War. In 1866 a certain W. H. Trapmann takes oath and swears to "abide by and faithfully support all laws and proclamations which have been made during the existing rebellion with reference to the emancipation of slaves—so help me God."

It is strange that the deponents should, in 1866, have spoken of "the existing rebellion."

PIRACIES, MUTINIES, ETC.

The Record Book has an entry on the 2nd April, 1816, concerning a case of looting, with the, presumably, unusual happening of the captain himself taking an active part in the crime:

A certain Elisha Smith, Mate of the American ship *Indian Chief*, deposed that the Swedish ship *Keadtearn*, on board of which he was placed as a prisoner-of-war, the said ship having been chartered by the British Government for the conveyance of about 250 American prisoners of war to the United States, sailed from Plymouth on or about the 16th June, 1816. When about 30 days out, the prisoners, except deponent and six or seven others, some of whose names are given, took from the afterhold of the vessel several bales and carried them on the quarterdeck; they opened them: they contained "clothing" of superior quality. It was decided to divide the goods, deponent and the six or seven others alone objecting, as they were private property. But the captain sided with the looters and threatened to throw the remonstrators overboard if

they would not also divide. The goods were divided by lottery, but deponent and the six or seven others refused to take part in the division. On arrival at Portsmouth, New Hampshire, the looters were first to go ashore in fishing boats that came alongside, together with the stolen goods and all the hammocks, blankets and bedding used on the voyage, although they were the ship's property. The ship proceeded to Boston with deponent and a few other prisoners and arrived there after a passage of 42 days from Plymouth in England.

Some minor acts of mutiny are recorded for the same year, when a destitute seaman refused to work on board the American brig *Somerset* and was shown a copy of the then United States' Law thereon. The Captain of the *Amazon* reported that he had had to put a seaman ashore at Margate for refusing to work, saying that \$10 had been paid for his passage and that he would work when he pleased. It would appear, however, that there was not enough food to go round for a long voyage, which induced some members of the crew to declare that the captain "framed-up" charges against seamen to get rid of the superfluous number. They were told when they objected to short rations, "that they would have to go without food or be sent ashore."

A seaman who refused to sweep the decks of the *Electra* in 1819 was "suitably" punished.

A complaint received in 1823 concerned some tobacco stolen from the American ship *Good Hope*; the offence was committed by a seaman who was apprehended and prosecuted, but the captain was fined. When the then American Minister, Mr. Rush, intervened for a remission of the fine, the British Secretary of State for Foreign Affairs enclosed to him a report from the Commissioners of Excise, stating that the smuggling had been facilitated by the captain's lack of proper precautions for preventing such acts on a ship of 117 tons, value £1,200, so that the fine of £100 was considered lenient and a remission was not recommended.

A somewhat serious case of piracy is recorded for 1825, in a letter from the Governor of Sierra Leone to a Mr. Jardine, a prisoner in the gaol of Freetown, in which he refers him to London for justice against a Mr. Lovett, the agent of his ship, for piracy and murder, as he, the Governor, does not feel competent to decide the issue. Jardine was brought to England, but released from Portsmouth Gaol, which he adduces as proof that the charges of piracy brought against him as Master of the schooner *Experiment* were unfounded. An affidavit by James Burne, of the *Marquis Huntley* accuses Lieutenant Lovett, of that vessel, of having, after seizing the *Experiment* and imprisoning the officers

and crew, sold goods for his own benefit. The *Marquis Huntley* was proceeding to Africa with British soldiers for Cape Coast Castle.

The American Consul in Mauritius in 1868 reported the mutinous conduct of a Malay who had wounded the Captain of the *Elcano* in the side, cut the two Mates in a frightful manner and murdered the steward, "without any cause whatever." This must have been a case of a native "running amuck."

In conclusion, I will mention a mutiny on board the American ship *New World* off the Nore Lightship, at the mouth of the Thames in 1877—a mutineer was shot dead and a squad of marines from Sheerness had to be put on board. The ship had also been fired and the fire had only been extinguished by the pilot in the nick of time.

Since that time no serious cases of mutiny seem to have occurred on ships that came into touch with London. A few cases of murder and smuggling have happened in recent years, but they do not call for special mention, being still within living memory.

BLOCKADES

There are in the Record Book of 1808 and on several entries where Mr. Lyman has issued to American ships so-called "Mediterranean Sea-Passes" and "Sea-Letters," presumably to permit them to pass unmolested through belligerent waters. In this year he cancelled the certificate and "Sea-Letter" of the ship *John*, as the said schooner had been condemned in the West Indies. There follows a Petition to the "King's Most Excellent Majesty in Council" from Mr. Lyman concerning the stopping of the American brig *Jane* by British ships-of-war from proceeding to Santander in Spain, as that port was in a state of vigorous blockade, in consequence of which the *Jane* had to return to Plymouth. In the case of the American brig *Levant* of Boston, it appears that she had her "Sea-Letter" taken from her at sea by the British "Letter of Marque" "Neptune," and that it was still in the British commander's possession. An appeal by Mr. Lyman against the seizure of the American ship *Polly* by the private ship-of-war *Caesar* and brought to Plymouth, is also of interest for the time.

Then, on the 24th September, 1808, the Master of the American ship *William* declares on oath that he destroyed all papers when nearing Spain relating to his transactions in England and that he "destroyed these papers and 'Sea-Letter' from fear of being boarded and their being discovered by any French cruiser and from no other motive whatsoever." One wonders at the nature of the "transactions" and the cargo that required such drastic measures!

Then follow two Petitions by Mr. Lyman con-

cerning the seizure of the American ship *The Huron* and its cargo by British ships-of-war, for a license to take charge of the perishable goods and re-export them, as they had been handed over to him on his giving bail—they end with the quaint phrase: "And as in duty bound, will pray. William Lyman." Lyman was the claimant of the goods and acted as Agent for the owners.

Among seizures by French men-of-war that of the American brig *Mary* deserves mention. A small French privateer seized her off Malaga and she was sold by auction by the French Consul there, who took up a "Procès-Verbal"—reproduced in the Record Book. This sale took place under the law of the "2e. Prairial, an 11e." Mr. William Kirkpatrick, then "American Consul for the port of Malaga and the Kingdom of Granada in Spain"—how mediaeval this sounds!—was apparently helpless in the matter, so the vessel was bought in by two American citizens, acting through the Master of the said vessel.

In 1809 the American ship *Diana* was seized by a Spanish privateer and taken to Montevideo, where the Spaniards burnt all the papers, lest they should fall into the hands of the British forces about to invest the place. After the evacuation of the country by the British, the ship was restored to the Master and owners.

Then there is the story of the seizure of the American ship *Shepherdess* by French revenue officers in the river Weser, Germany—this part was then held by Napoleon. Lyman reported to the "Lords Commissioners of His Majesty's Treasury" that after her release by the French she was again seized by the Duke of Brunswick-Oels and compelled to proceed to Heligoland, thence to the Isle of Wight. Lyman claimed compensation and indemnification for the detention in England—whether he ever got it, is not recorded.

Almost the last record of Mr. Lyman is the seizure of the American ship *Randall* by the British ship-of-war *Indefatigable* in the Bay of Biscay and her being brought to Plymouth for adjudication. He died on the 22nd September, 1811.

Pathetic, in view of subsequent events, is Mr. Lyman's optimism in regard to a certain detained ship: "Yet, nevertheless, as the present political state of things will probably not last long . . . I have by and with the advice of the U. S. Minister here, thought it best not to detain the said vessel here, etc." Yet this "political state of things" lasted until well into 1815—four years after Mr. Lyman's death!

One of the last entries before the Anglo-American War is dated 14th February, 1812—the Day of St. Valentine—and records the seizure of the American

brig *Vigilant* of Bath, on the voyage from Amsterdam to Boston with dispatches and some destitute seamen by the British man-of-war *Désirée*, and taken to Yarmouth for adjudication, but later released by the Admiralty High Court, the dispatches and men being thereupon otherwise transmitted to the United States.

Under date November 6th, 1832, there was issued an Order in Council at the Court of St. James, directing "that no ships or vessels belonging to any of His Majesty's subjects be permitted to enter or clear out for any of the ports within the dominions of the King of the Netherlands until further notice." Further "that a general embargo or stop be made of all ships and vessels whatsoever belonging to the subjects of the King of the Netherlands, now within, or which shall hereafter come into, any of the ports, harbours, or roads within any part of His Majesty's dominions, together with all persons and effects on board such ships and vessels; and that the commanders of His Majesty's Ships-of-War do detain and bring into port all merchant ships and vessels bearing the flag of the Netherlands; but that the utmost care be taken for the preservation of all and every part of the cargoes on board any of the said ships or vessels, so that no damage or embezzlement whatever be sustained, etc." The proclamation was signed by "C. C. Greville."

A subsequent Order in Council of December 3rd, 1832, excepted the Dutch possessions in the East and West Indies, in Africa or America; the embargo was revoked on the 29th May, 1833, when the war between Holland and the Belgians had resulted in separation and the founding of the new Kingdom of Belgium, with Leopold I of Coburg as the first ruler.

An echo of the first Danish War with Prussia is waited to us from two entries in 1848 and 1849:

On the 18th August, 1848, the Master of the American ship *Dumbarton* lodged a protest here, declaring that he was prevented from proceeding from London to Bremerhaven by a notice of the Danish Consul-General "of an intended blockade of the river Weser and other places by His Danish Majesty's forces to the absolute exclusion of all merchant vessels," making the continuance of this Charter Party null and void.

A similar experience befell the Master of the American barque *Bohemia*, on a voyage from Matanzas in Cuba with a cargo of coffee, sugar, cigars, and honey, bound for Hamburg. On approaching the port he was boarded by an officer from a Danish frigate who informed him very politely of the state of blockade; the Master was taken on board

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Export Control

By BRIGADIER GENERAL R. L. MAXWELL, U.S.A., *Administrator of Export Control*

CONTROL of exports was instituted pursuant to the provisions of Section 6 of the Act of July 2, 1940 (Public No. 703, 76th Congress) entitled "An Act to expedite the strengthening of the national defense." This section provides that:

"Whenever the President determines that it is necessary in the interest of national defense to prohibit or curtail the exportation of any military equipment or munitions, or component parts thereof, or machinery, tools, or material, or supplies necessary for the manufacture, servicing, or operation thereof, he may by proclamation prohibit or curtail such exportation, except under such rules and regulations as he shall prescribe. Any such proclamation shall describe the articles or materials included in the prohibition or curtailment contained therein. In case of the violation of any provision of any proclamation, or of any rule or regulation, issued hereunder, such violator or violators, upon conviction, shall be punished by a fine of not more than \$10,000, or by imprisonment for not more than two years, or by both such fine and imprisonment. The authority granted in this section shall terminate June 30, 1942, unless the Congress shall otherwise provide."

In Proclamation No. 2413 of July 2, 1940, the administration of this provision of law was vested in the Administrator of Export Control, the Administrator to function under rules and regulations prescribed by the President. On the same date the President issued a Military Order stating that the administration of Section 6 of the Act of July 2, 1940, is essentially a military function and, by virtue of his authority as President of the United States and as Commander-in-Chief of the Army and Navy of the United States, designating Brigadier General Russell L. Maxwell (then Lieutenant Colonel), U. S. Army, as Administrator of Export Control.

Proclamation No. 2413 also prescribed the initial list of articles and materials to which export control should be applicable, and authorized the Secretary of State to issue licenses for the exportation of any of these items in accordance with the rules and regulations just mentioned or specific directives communicated to him by the Administrator of Export Control. Subsequent proclamations have added to the controlled list. Approximately 50% of our exports by dollar value now leave the country under licenses issued by the Division of Controls, Department of State.

The Administrator is assisted in the discharge of his duties by a policy committee composed of representatives of all interested Government agencies, including the Department of State. Through these representatives the Administrator has access to ad-

vice on matters pertaining to the respective agencies, and the latter have a voice in committee discussions leading to the adoption of export control policies.*

In the operation of the licensing procedure it was found that, while an effective control of exports had been established, this did not necessarily mean that the articles or materials denied export were made available for defense purposes. Accordingly, legislation was enacted on October 10, 1940 (Public No. 829, 76th Congress), entitled "An Act to authorize the President to requisition certain articles and materials for the use of the United States, and for other purposes." This Act provides in part that:

"Whenever the President determines that it is necessary in the interest of national defense to requisition and take over for the use or operation by the United States or in its interest any military or naval equipment or munitions, or component parts thereof, or machinery, tools, or materials, or supplies necessary for the manufacture, servicing, or operation thereof, ordered, manufactured, procured, or possessed for export purposes, the exportation of which has been denied in accordance with the provisions of section 6 of the Act approved July 2, 1940 (Public, Numbered 703, Seventy-sixth Congress), he is hereby authorized and empowered to requisition and take over for the said use or operation by the United States, or in its interest, any of the foregoing articles or materials, and to sell or otherwise dispose of any such articles or materials, or any portion thereof, to a person or a corporation of the United States whenever he shall determine such action to be in the public interest."

Executive Order No. 8567 of October 15, 1940, and Regulations issued by the President the same date prescribe the procedure to be followed in administering the provisions of the Act of October 10, 1940. In accordance therewith, determination as to the necessity of requisitioning and taking over articles or materials within the purview of the Act is made by the Secretary of War and the Secretary of the Navy acting jointly through the Army and Navy Munitions Board. The sale or other disposition of the items requisitioned and taken over is likewise a matter to be handled by the Secretary of War and the Secretary of the Navy acting jointly through the Army and Navy Munitions Board. The other provisions of the Act are administered by the

*The Department of State plays a double role in the export licensing process: first, by assisting in the determination of export control policy as a member of the Administration's policy committee, and, second, by participating in the actual administration of export control as the organ which, under directives furnished by the Administrator, acts upon all applications for export licenses.

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Old Automobiles for New

By HENRY S. VILLARD, *Department of State*

IF there is one phase of the national emergency which is more likely to affect the lives and habits of Americans than any other, it is the unparalleled situation in the automobile industry. On the eve of the annual debut of new models, uncertainty and confusion reign in the ranks of dealers. Information as to what's in store for the trade is scarcer than a neon sign in a blackout, but the prospective car-buying citizen has become suddenly and acutely aware of the fact that his choice next year is going to be strictly limited by defense requirements.

Accustomed as he is to a bumper fall crop of advance offerings, with varied designs and attractive prices, the man who intended to turn in the old bus for a 1942 model is due for a considerable jolt. Although the plans of most companies are still guarded as carefully as a military secret, one does not have to be a Nostradamus to predict certain

developments which will bring home to the motoring public the stern facts of wartime production. The output of vehicles which the American of today takes for granted as part of his business and his pleasure will be very definitely subordinated to the building of tanks, airplane engines and similar essential tools of the trade of war. The Automobile Show, if any, this November, will display the customary sedans and coupes only as a sideline to more important business in hand.

Coupled with a drastically curtailed field of selection, the so-called automobile industry for the duration of the emergency will feature the unpleasant factor of price. It is an accepted conclusion that the forthcoming models will carry price tags reading up to 25 percent higher than the 1941 figures, and that there will be in addition the special defense tax on motor vehicles superimposed by the Congress. In other words, automobiles will not only



"To get a preview of the car tomorrow would require a crystal ball and a gift for mind-reading . . ."

MOTOR SALES AND SE



Illustrations
by
John J.
More

"Obviously, if ever there was a time to buy a car, it was in the summer of 1941 and plenty of customers have rushed to get under the wire."

be fewer but more costly. Some types, such as the four-door sedan, it is rumored, may be discontinued entirely by hard-pressed manufacturers.

To get a preview of the car of tomorrow would require a crystal ball and a gift for mind-reading, but some indications are already available as to the shape of things to come. For example, dealers assert gloomily that there will be no more shiny gadgets made of aluminum, nickel or chrome. All strategic materials these, commanding priority in the national defense. Instead, radiator grilles and other metal shavings will be merely painted on the body, avoiding entirely the use of white metal. That goes for pistons and other vital parts. They will not be painted on, of course, but substitutes of one kind or another will be used. Steel and cast iron will be prominent, making the cars heavier.

Tin is another strategic material, so the forecast is that plastics will for the first time come into their own. These and other untried media may result in an ersatz product which will require a period of probation before being accepted by the more skeptical. The new cars may not only be fewer and more costly but also inferior compared to current vintages.

Obviously, if ever there was a time to buy a car, it was in the summer of 1941—and plenty of customers have rushed to get in under the wire. To illustrate the state of the market, the popular convertible coupe was practically extinct, as far

as this year's models was concerned, by the Fourth of July. Production on convertibles ceased in most factories several months ago, the first automotive sacrifice of the altar of defense. From Miami to Maine, say the dealers, there is no longer one for sale. Used models are almost equally scarce, and no one knows whether they will reappear on forthcoming schedule or not.

Just how future buyers will react when the full truth dawns on them is difficult to tell. Will there be a scramble to pick up what is proffered, in fear of still more restricted stocks, still more costly and still less sturdy numbers in years to come? The more pessimistic dealers say that even if the war should stop tomorrow, it would require three or four years to re-tool factories, put out new designs and resume progress where it was left off. One thing is already sure: the used car in good condition is enjoying a bull market. Many people are planning to overhaul their present piece of transportation and make it last for the duration, rather than take a chance on finding what they want in the doubtful days just ahead.

Mention cannot be omitted of the tire situation while we're on the subject. Motorists have been warned that rubber may be scarce, too, not to speak of being more expensive. Tire hoarders may appear if the war goes on. But with the inauguration of gas-less nights and the prospect of gas-less Sundays, on the Eastern seaboard at any rate,

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The New Digest

By DR. HUNTER MILLER, *Editor of the Treaties, Department of State*

IT has recently been my pleasant task to read (without skipping) the two volumes of Mr. Hackworth's Digest of International Law that have just been published; and I welcome this opportunity to suggest that any one who follows my example in this regard will not only be well rewarded, but will plan, as I do, to peruse the five subsequent volumes which (plus an index volume) are now in preparation.

It may be said by cavillers that the Digest is primarily a work of reference, with the implication that such a work is for consultation when desired, rather than for page by page reading. The premise is to be admitted but not the conclusion, which is a non sequitur. Works of reference are of more than one category; an index is to be looked at only when necessary; one does not read through a dictionary, "the universe in alphabetical order"; few have ever read an entire encyclopedia, although Sherlock Holmes congratulated his red-headed friend Jabez Wilson on "the minute knowledge which you have gained on every subject which comes under the letter A"; I have been told that only two of our historians are supposed to have read every article in the Dictionary of American Biography; and I have never even hoped that any individual not concerned in their making has ever read my treaty volumes from cover to cover. But here we have a series which will be found essential by all interested in modern world affairs.

One is apt to be misled by the properly simple title of this Digest; no few words could be inclusively descriptive of the contents; within the scope of the subjects treated, these two books are a compendium of international practice, diplomatic history, and international relations, as well as of international law; moreover, the Digest is new in more than one sense; it is not a revision of John Bassett Moore's universally known volumes; since the period here begins with 1906, this Digest is, if I may put it so, all the more invaluable; it contains much hitherto unprinted material; and it comes as nearly to date as any publication in book form well can.

If a Secretary of Legation is asked by his chief about the etiquette when the Dean or other member of the Diplomatic Corps is Ambassador or Minister of a Government not recognized by the United States, the answer is available; no bogey of inferred



G. H. Hackworth

or implied recognition stands in the way of "informal and courteous relations, as between two gentlemen" and these relations may be "cordial"; and an official card should be used in making the first call on the Dean of the Diplomatic Corps (I, 343-45).

One's sympathy is evoked by the case of a luckless Army lieutenant who, with 19 soldiers, was ordered in 1912 to proceed to Santa Fé Street Bridge in El Paso; being ignorant of the traffic routes, he took a street car which crossed into Ciudad Juárez and then back to the American side of the Rio Grande. Dip-

lomatic correspondence began the next day; the Acting Secretary of State expressed sincere regret; the colonel commanding our troops in El Paso made an appropriate apology to the Mexican Consul; the lieutenant went before a court martial so as to be "suitably punished" (II, 290-91).

In the light of present conditions an instruction to Tangier of as late a date as December 4, 1939, seems remote; it was to the effect that this Government could not approve the application to American nationals of "legislation which might be regarded as direct governmental assistance to one belligerent against the interests of the opposing belligerent," as "such a result would not be in accord with the neutrality of the United States" (II, 506-07). True it is that for times to change and for us to change with them need not take long.

Some feature stories could be written from the data given on certain territorial possessions. Swains Island (known also by four other names), which is some 200 miles from Apia, seems to have passed by will or intestacy at least four times in former years, but no court could be found to exercise jurisdiction; a solicitor could have no stranger title case; now, with American sovereignty proclaimed, legal difficulties are presumably over; and it is gratifying to learn that in 1925 there were about seventy inhabitants "all contented and happy," although "little is grown with the exception of coconuts" (I, 482-86). Few of us, indeed, could name offhand all the small islands and reefs which are under the dominion of the United States; more than a dozen of them are discussed in the section on Guano Islands (I, 502-04).

On points which are or have been controversial the Digest includes reasoned and weighty state-

ments of the law; I shall quote but one (I, 166-67):

An act which would normally have the effect of recognition—short of one involving formal diplomatic relations with a foreign state or government—may be deprived of the quality by an express declaration of the government performing it that it is not intended to constitute recognition.

Moreover, Mr. Hackworth does not hesitate on occasion to suggest future cooperation for the common benefit; this is the final paragraph of his first volume (p. 803):

While it will be seen from the preceding pages that steps have been taken to preserve fur-seals, whales, and certain other fisheries, these steps are by no means adequate, particularly with respect to food fish. If supplies of these fish are to be assured for future generations the nations should forthwith come to a more definite understanding on measures to be adopted by them to prevent the promiscuous depletion of these fish.

It is not intimated that all parts of these books are of equal interest to any one student. My first choice would not be the sections on patents and copyrights; others, with learning that I lack, will peruse them avidly. My own neglect of patent law goes back so many years that reform is not now possible; but I knew a distinguished Federal Judge in New York who preferred intricate patent cases to all others, although in practice he had been an Admiralty lawyer and first met with patent litigation after his appointment to the bench.

No phase of world affairs is alien to this work. In answer to an inquiry, I once remarked that the most surprising fact disclosed by study of the treaties and executive agreements of the United States is that no complete and inclusive list of them exists or (since 1784 at least) ever has existed. We know, with the help of the Executive Journal of the Senate, everything submitted to that body since 1789; but various instruments not so submitted (including executive agreements) lie hurried in manuscript volumes of correspondence, some printed in fugitive Congressional documents, some not printed and to be found only by laborious and unremitting search; a few, indeed, are only known by reference; one signed original treaty seems to have been destroyed (and no copy kept) during the tenure of a former Secretary of State, who shall be nameless; another original (again with no retained copy) was sent with an instruction to one of our missions and has disappeared from the Legation archives; the making of a definitive list would, if done in past decades from day to day, have been simplicity itself; the task has been attempted of late years by two offices of the Department, working together; all concerned

agree that the result is not and probably cannot be hoped to become final; within the last months additions to the list have been made; and it is not to be doubted that in later volumes of this series will be found mention of still others that have not been published. This impressive paragraph from Mr. Hackworth's preface is relevant:

Approximately thirty-five years have elapsed since the publication of that invaluable work [Judge Moore's Digest]. During this time many changes in the international structure have taken place and many new situations, unique in character, have arisen—some as a result of a World War (1914-18) and others flowing from the more normal processes of evolution. (A considerable portion of the manuscript of this work was prepared before the outbreak of the European war in 1939.) The documents and files accumulated in the Department of State since 1906, which it is the purpose of the present digest to cover, are more voluminous than those for the entire period prior to that year.

Something must be said of the author to whom we are indebted; since 1925 Mr. Hackworth has been Legal Adviser (or Solicitor) of the Department of State; no other individual has had a tenure of that office for anything like such a length of time; with much of the correspondence here quoted or digested he has been himself responsibly concerned; of course he has had the help of colleagues in the compilation, as he gratefully acknowledges; but no one else could have done all this so well, if indeed any one else could have done it at all.

The Legal Adviser of the Department of State holds one of the most important advisory posts in the world; I can think of but few others fairly entitled to be ranked with it; how, despite such duty, time was found to give us this work, the seven text volumes of which will presumably contain something like 6,000 pages, must remain a mystery.

The two volumes of the new Digest which are now available contain eight chapters; the first of these is on international law in general; chapter two, on states and governments, includes sections on mandates; chapter three is on recognition; polar and subpolar regions are considered within the chapter on territory and sovereignty of states; the final chapter in volume one deals chiefly with territorial limits, concluding with material on fisheries; topics as varied as extraterritorial crime, inviolability of territory, and marriage and divorce are included within chapter six, on national jurisdiction, which runs to nearly 400 pages; exemptions from territorial jurisdiction, extraterritorial jurisdiction (now exercised by the United States over its na-

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Exit From Paris

By G. E. MORRIS ALLEN, *Clerk, Paris*

SOME fifty-odd of us climbed into our exclusively reserved Second Class carriage, amid the clamor and confusion of tears on the part of the departing and of the staying, heterogeneous hand luggage thrown about haphazardly, more baggage entering the car through doors and windows, handed by sweating porters to sweating travellers.

At a few minutes after departure-time—a reasonable French tolerance of delay—the train budged and slowly cleared the Gare d'Austerlitz, carrying with it a second class coach filled with a motley group, ranging from the youngest four- or five-year-old offspring of some one of the party's couples to the dean of the crowd, seventy-year-old colored George Washington, probably the favorite figure of the ex-American Embassy in Paris, and undoubtedly the best known one after former Ambassador Bullitt himself.

The Picnic Voyage to Peace Land was under way.

Five or six days had been granted to members of the staff of the erstwhile American Embassy in Paris, France—now the American Consulate General—to get ready to leave occupied France. Fifteen were to stay on to do the work heretofore performed by about a hundred. The others—"heraus." The first inkling of the great migration had come through towards the end of May: all foreign diplomatic representatives were to have quit the Occupied Zone of France by June 10th. This left room galore for suppositions, misgivings, hypotheses and general guesswork. For months already the office's work had been of a consular nature—the real Embassy was in Vichy with the French Government—and the report had it that consular offices were to remain in Paris and continue to do their work as usual. In view of this, would some of us leave and others stay? Would all of us leave or all of us stay? And, if leave it were, where to? By June 3rd a few of us were assigned to other posts by the Department of State. For most of us however the Department's cabled instruction, telephoned from Vichy, directed us merely to leave by June 10th. Our destination would be known later.

When the time finally came to actually leave, we were still resting under a big question mark as to where we were eventually to be shipped. Lisbon was the first goal. After that some of us might be assigned to other posts. All others were guaranteed transportation back to the United States at Uncle

Sam's expense, while, once there, some would probably be retained for Government service. For the time being we were headed for Lisbon—where legend had it that butter and even soap could be procured without ration tickets; yea, where gasoline could be bought without engaging in the sinuous, hazardous, and outrageously expensive detours of the Black Market. Could it be true that there was still a country where no curfew hour existed and where a candle might be lit at night without careful camouflaging? We had lost all notion of such a fairy land.

The train was trotting along at a lively speed and nearing Orleans. In the car-full of clerks, messengers, guardians and cleaners comprising the first group of the exodus, some were still weeping quietly, thinking of their twenty-year homes in France they were forced to leave abruptly, of their friends who had seen them off at the station, of relatives whom they might not see again for years, if ever, and to whom they might perhaps not even be able to write. Others, after years in the Foreign Service, stationed at Paris, and now reaching a mature age, viewed with apprehension an uncertain future. America, they reflected, wanted young men. Would they not be cast aside in the pitiless competition for jobs? The Department had expressly said that it could not guarantee positions for all.

The dirty-grey weather of Paris that morning was gradually giving way to sunshine as the train rolled into the Chateau of the Loire country, the "Garden of France"—of Occupied France. Grey military cars and trucks and "feldgrau" uniforms were still in evidence.

The sound of German, spoken by some red-faced Teuton on the station quay, had been the last heard in Paris. Now we were being sent a few cars ahead to a German Mitropa diner.

The last luncheon in France was good.

Poitiers and Angouleme were passed, and the train was approaching Bordeaux. Three or four more hours, and we would be on the brim of France, at Hendaye.

"How about a game of cards?"

The idea was conceived in a compartment of three young married couples—a telephone operator, a messenger and a cleaner, and their wives. Most of the wives were French, with one or two of other foreign nationalities, although most had acquired

American citizenship through their marriage to Americans before the 1922 "Cable Act."

We all had a few French francs left. We knew we could not change them in Spain. Perhaps we could get rid of them in Portugal, but at what rate? Poker was just the thing to get rid of a few. Of course some would have to win, but there was a gaming chance to lose—"tant pis" for the winners!

The train reached Hendaye toward ten p. m. Although we did not know it at first, our hosts retained us about three hours.

During the preliminary hour while ingenious means of torture were being thought up in the way of customs monkey-business, a little café across from the station came in handy, with real whiskey at twenty francs a sip (good stuff, too), as a valve for the further debalasting of francs. Some of us took this job very seriously, to the subsequent detriment of the august ceremonial of customs inspection.

About an hour elapsed before the nervous, tired fifty-odd of us were corralled into the inner sanctuary of luggage-and-conscience scrutiny, where ritualistically feldgrau-clad officials proceeded to rid us of our incendiary secrets, spy messages, and extra coinage.

The show—that is, the "show-down"—lasted a couple of hours. Featured especially was a customaniac sorceress whose grasping claws were wonderfully dexterous at exploring the depths of carefully packed valises, and excavating brand new silk hosiery purchased in Paris the afternoon before. A miniature Munich would then ensue before the victim was allowed to retain her stockings, upon her solemn oath that they were especially designed for her own feet.

"Vil you pleeze kom mit me zeez way?"

Four or five of the group were thus ushered into the Sanctum Sanctorum of Hendaye's customs' conscience-and-baggage-clearing-device. In a small room, before the unflinching gaze of Adolf's framed portrait, assisted by two Bavarian farm-hands in uniform, the proud chosen few were passed through a fine comb, one by one. Coats and waistcoats were felt up and down; inner linings of trousers were the objects of flattering inspections; shoes were carefully inspected. Every paper and object, including French lottery tickets and neglected mistresses' notes, were practically examined under a microscope.

Alas, all good things come to an end. Nature finally had the better over our zealous confessorers, and off they went to bed, or to a stein of beer, while we were transferred to a Spanish toy train that probably plied between Hoboken and Jersey City sometime before World War I.

Goodbye France; goodbye Fritz.

Amusement was lent to the forty-seven-minute stop-over at Spanish border-town Irun by the exalted and inebriated discourses in lower Calabrian "patois" held to Spanish functionaries by one of ours, a good-natured American-naturalized Sicilian.

Final stop for the night was luxurious Hotel Maria Cristina, the best (and really good) in the Spanish seaside resort and fishing town of San Sebastian. We were all pretty sleepy by 3 a. m. Spanish Daylight Saving Time, but somehow managed to take in two or three miles of hallways, and so to bed.

Next morning we were greeted by a cup of almost genuine coffee and three-by-two-by-one blocks of solidly petrified wheat. Bread, we were informed, along with tobacco and other delicacies, is rare and far between in revolution-ridden Spain, where efforts at physical reconstruction, it seems, have been practically nil.

Pesetas at twelve to a dollar (the official rate) seemed expensive when it came around to paying a respectable number of them for a small drink. A lovely shoe-shine which made our foot-wear look like polished ebony only cost 75 centimos however.

A stroll through the town revealed picturesque old houses and streets, eggs at a dollar a dozen, an eleventh-century church whose door was ornamented with an air-raid shelter "240 personas" sign, scarce automobiles (we had left the grey military cars behind), an interesting aquarium, a sleepy and smelly fishing harbor, and a general atmosphere of sadness and despondency.

The already familiar cereal brick reappeared at luncheon which, on the whole, was good and cost us not a single food ration ticket.

The afternoon's program included a visit to the city's "Fronton" where a fast and interesting game of "Pelote Basque," which is vaguely reminiscent of squash, helped some of us kill hours till train-time. More amusing perhaps were the vociferous antics of some dozen bookmakers down below (we had taken seats in the gallery at 1 peseta 20 apiece) who went in for roars, fist-shaking, wooden ball-throwing and other quaint demonstrations to place their bets.

Sometime around official train-time we boarded another street-car which, after a night's camping, was supposed to land us on the edge of Espana, or perhaps just into Portugal.

A hapless few still owned French francs. Result: a poker game.

Other attractions of this memorable trans-Spanish trip was the nonchalant appearance of a mouse, attracted by the luscious odors of our picnic meal-packages put up by the hotel. The women folk in

(Continued on page 524)

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

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EDITORS' COLUMN

In an instruction dated July 22 of this year certain Foreign Service offices in the Western Hemisphere were advised of a projected tour commencing August 11 of the other American Republics of five members of the sub-committee of the Committee on Appropriations of the House of Representatives. As the Foreign Service is aware, the House Committee on Appropriations deals with Departmental appropriations. The purpose of the proposed trip, as set forth in various press releases, is to make a study and inspection of the American Foreign Service establishments in the cities visited with a view to obtaining first-hand knowledge of all the conditions under which they work, including the use and need of appropriations. The group will also study the progress now being carried out in connection with construction of Foreign Service buildings abroad.

In the second place, it is the purpose of the group to examine all the factors entering into the relations of the other American Republics with the United States in order to obtain an intelligent appraisal of the results so far obtained from the efforts of this Government to create a genuine sense of good will among the nations of the Western Hemisphere. The group will study all activities which are being carried on for the purpose of improving economic, commercial, financial, social and political relations between the American Republics. The members of the sub-committee will thus have an opportunity to obtain first-hand knowledge of the needs of common defense of the Western Hemisphere, of the importance of collaboration between the Governments of the American Republics and of the many activities which are required to make this collaboration fully effective.

Under present international conditions it is of particular importance that the legislative branch of the Government, which has always been so actively interested in the various activities of the Foreign Service, has a complete and first-hand knowledge of the increasing number of problems facing our Government and the Foreign Service in the realm of foreign policy and that a clear understanding of these problems be established between the executive and legislative branches of the Government. The tour should do much in accomplishing this aim.

The JOURNAL feels certain that it reflects the thoughts of the entire Foreign Service in expressing to the Committee on Appropriations its whole-hearted appreciation for its continued interest in the Service, as evidenced by the contemplated tour, and in welcoming this opportunity to demonstrate at first-hand to the sub-committee the many problems and activities of the Service.



News from the Department

By REGINALD P. MITCHELL, *Department of State*

William C. Burdett, until recently Counselor and Consul General at Rio, arrived at New York City on July 28 from Rio on the *S.S. Brazil*. He was accompanied by Mrs. Burdett and their nine-year-old daughter, Mary. He proceeded to Washington and was a frequent visitor in the Department prior to assuming his new duties on August 28 as Director of the Foreign Service Officers' Training School.



Wm. C. Burdett

J. Klahr Huddle terminated a four-year assignment as Director of the Foreign Service Officers' Training School on August 24 and left Washington with his family on leave preparatory to his scheduled departure soon for his new post as Counselor at Bern.

The arrival of the U. S. Navy Transport *West Point* (formerly the *S.S. America*) at New York City on August 1 occasioned widespread interest throughout the United States by reason of the special character of its mission in bringing back to this country 196 persons identified with the State Department, virtually all of whom were affected by the orders of the German and Italian Governments in closing American consular establishments in Germany, Italy and territory occupied by the two nations. This number comprised Foreign Service officers, non-career officers, Foreign Service clerks, and



J. Klahr Huddle

members of their families. They were met on behalf of the Department by John G. Erhardt, Chief of the Division of Foreign Service Personnel; Howard Fyfe, U. S. Despatch Agent at New York; G. Victor Lindholm, of the Division of Foreign Service Administration, and several other persons of that Division.

In order to afford the fullest cooperation to the press the Department sent Michael

J. McDermott, Chief of the Division of Current Information, and Reginald P. Mitchell, an assistant in that Division, to New York to handle press arrangements. They accompanied 70 members of the press—newspaper and magazine correspondents, movie and still photographers, and representatives of radio broadcasting systems—down the Bay on a special U. S. Navy cutter and facilitated their efforts to adequately "cover" the event.

Charles B. Hosmer, who recently was appointed Foreign Service Inspector at the conclusion of a four-year assignment as Executive Assistant in turn to Assistant Secretary Messersmith, Assistant Secretary Long, and Assistant Secretary Shaw, left Washington by train on August 15 for Mexico City on the first leg on his initial inspection tour.

Edwin Schoenrich, Second Secretary and Consul at Asunción, began a temporary assignment in the

Division of Foreign Service Administration on July 22 while on home leave.

Courier service in Latin America was inaugurated by the Department in July, two Foreign Service officers on duty in the Department—Fletcher Warren and Livingston Satterthwaite—having been sent to South America to supervise the first trips by couriers recently selected for these new positions. Mr. Warren and Mr. Satterthwaite left New York City on July 8 on the U. S. Army Transport *Panama* and upon arrival at the Canal Zone the former accompanied a courier down the west coast of South America, and the latter accompanied another courier down the east coast. They returned to Washington separately by plane during the first week of August.

Robert D. Coe concluded a four-year assignment in the Division of the American Republics on July 29 and left Washington by plane to spend the month of August at the ranch of his family near Cody, Wyoming, preparatory to departing for London to serve as Second Secretary and Consul.

Archer Woodford, until recently Consul at Hamburg, arrived on the *U.S.S. West Point*, joining Mrs. Woodford, who had remained in the United States when Mr. Woodford was transferred last year from Maracaibo. He began a temporary assignment of one month in the Division of Foreign Service Administration on August 11, at the conclusion of which he planned to go on 60 days' home leave.

Edmund J. Dorsz, until recently Consul at Stuttgart, arrived on the *U.S.S. West Point* with Mrs. Dorsz. After spending three days with friends at Larchmont, New York, they visited with American friends at Lynchburg, Virginia, whom they had known in Warsaw. They visited Washington on August 18 before proceeding to Mr. Dorsz' home in Detroit to spend the remainder of August.

George Tait, until recently Consul at Manchester, left Washington on August 20 en route to his new post as Consul at Montreal at the conclusion of home leave and a period of consultation.

J. Kenly Bacon, Second Secretary and Consul at Port-au-Prince, accompanied by Mrs. Bacon, sailed from New York City on August 21 on the *S.S. Cristobal* at the conclusion of home leave and a month's temporary detail in the Division of Current Information.

George H. Winters, until recently Consul at Ciudad Juarez, reported for duty on assignment to the Division of the American Republics in mid-August upon arrival from Mexico. On August 18 he was designated an Acting Assistant Chief of that division.

Guy W. Ray, F.S.O. on duty in the Division of the American Republics, left Washington by train on August 9 for Miami to proceed from that city

by plane on August 11 on a trip of approximately two months with a group of five members of the House of Representatives constituting a subcommittee of the Committee on Appropriations which deals with the provision of funds for the activities of the Department. Their itinerary comprised offices of the Foreign Service in the capitals of 17 of the American republics and also a number of other consular offices.

Kathleen Molesworth, Vice Consul at Guatemala, concluded a temporary detail in the Trade Agreements unit of the Department of Commerce on August 15 and left by train for her home in Austin, Texas, preparatory to her scheduled sailing from New Orleans on September 3 on the *S.S. Ulua* for Guatemala.

Eric C. Wendelin, who recently was appointed Second Secretary and Consul at Buenos Aires at the conclusion of a four-year assignment in the Division of European Affairs, left Washington with Mrs. Wendelin on July 30 and spent approximately two weeks with relatives in Milford, New Hampshire, and elsewhere in New England prior to sailing from New York City on August 15 on the *S.S. Uruguay* for Buenos Aires.

Theodore C. Achilles, until recently Third Secretary at London, reported for duty on August 1 in the Division of European Affairs, assuming substantially the same duties which he performed in that division prior to his service in London. His assignment to the Department was announced while he was on home leave, which he spent with Mrs. Achilles and their three children in California.

Allan Dawson, Second Secretary and Consul at La Paz, concluded a temporary detail in the Division of the American Republics on July 31 and sailed from New York City on August 15 on the *S.S. Uruguay* to visit Rio and Buenos Aires in returning to La Paz.

Ware Adams, until recently Second Secretary and Consul at Rio, reported to the Department on July 30 for a temporary detail of about two months in the Division of the American Republics, at the conclusion of which he planned to proceed to his new post as Second Secretary and Consul at London.

E. Paul Tenney, former Foreign Service officer who resigned, effective January 29, 1941, while he was Vice Consul at Shanghai, assumed his new duties as a divisional assistant in the Division of Far Eastern Affairs on August 1.

Among the new arrivals among officers assigned temporarily to the Visa Division are Knowlton V. Hicks, Consul at Halifax, ordered there while on leave; J. Kittredge Vinson, until recently Vice Consul at Berlin, who returned on the *U.S.S. West Point*; Byron B. Snyder, until recently Vice Consul at Genoa, who returned on the *U.S.S. West Point*;



MEMBERS OF THE APPROPRIATIONS SUBCOMMITTEE IN CHARGE OF FUNDS FOR THE DEPARTMENT OF STATE TO VISIT SOUTH AND CENTRAL AMERICA

Left to right: Hon. Vincent F. Harrington, Iowa; Hon. Albert Carter, California; Hon. Louis C. Rabaut, Michigan (Chairman); Hon. John M. Houston, Kansas; Hon. Harry P. Beam, Illinois. *Standing:* Mr. Guy W. Ray, Foreign Service Officer; Mr. Jack K. McFall, Secretary.

and Paul M. Dutko, until recently Vice Consul at Leipzig, who has been on leave.

North Winship, until recently Counselor at Pretoria, concluded a temporary detail in the Visa Division on August 15 and left by automobile for his home in Macon, Georgia, for a 10-day stay before leaving for his new post as Consul General at Toronto.

Frederick W. Hinke, Consul at Tientsin, concluded a temporary detail in the Visa Division on August 16 and resumed leave preparatory to his scheduled return to Tientsin.

Charles F. Knox, Jr., Assistant Commercial Attaché at Santiago, registered at the Department on July 31 at the beginning of home leave which he planned to spend in Washington, New York, and Connecticut.

Ellis A. Bonnet, until recently Consul at Amsterdam, who returned on the *U.S.S. West Point*, reported to the Department on August 12 prior to tak-

ing leave in Chocowa, New Hampshire. He planned to return to Washington in early September.

James H. Wright, until recently Second Secretary and Consul at Bogotá, visited the Department on July 18 while on leave preparatory to returning to Washington soon to assume his new duties in the Division of the American Republics.

Carl E. Christopherson concluded his assignment in the Special Division on August 15 and left for San Francisco preparatory to his scheduled sailing on August 29 on the *S.S. President Monroe* for his new post as Consul at Calcutta.

Maurice P. Dunlap, until recently Consul at Bergen, who returned on the *U.S.S. West Point*, visited the Department on August 18 and 19 prior to going to Chicago to spend the greater part of his leave.

Philip P. Williams, Third Secretary and Vice Consul at Rio, visited the Department on August 14 upon his arrival from Rio on leave which he planned

(Continued on page 529)

LETTERS TO THE EDITORS

*American Consulate,
Mexicali, Baja California.
July 24, 1941.*

The Editors,

THE FOREIGN SERVICE JOURNAL,

Sirs:

I have read and reread with quickened interest and no little reflection—which has made for heightened appreciation—the happy attempt of an unnamed F.S.O. to express poetically exactly what it means to be living in London at this time. Of course this refers to the July issue of the JOURNAL, page 337, "In London—1941." Probably the following lines are easily the best:

"Yes! envy us in London! . . .

. . . for we have learned to sleep with thunder . . .

Know that kind of lighting

That stops cold the heart for precious seconds,
And lets us glimpse a bit,—beyond."

Now, these are grand lines. The conclusion is inspiring to a high degree. The words ring out, unafraid. He who wrote them did not first peer cautiously and and try to measure their reaction on others. They are, above all, sweepingly big, true and convincing; and they set in obscurity all else about. They are beautiful in simplicity, rich in humility and delicately spiritual in an inference hardly uttered.

I am not too greatly concerned with the mechanics of prosody. I do not want to be so near the forest that I cannot see the sway and drift of trees against the sky. One reason is because (and here I feel confident most readers will agree) if one really has something BIG to say it will be said "right" and quite by itself, without fuss and feathers. The nearer the thought approaches greatness, the more independent and free of word-fettering it becomes.

". . . And lets us glimpse a bit,—beyond."

The man who felt the need to write these lines—all of the lines—may not have done much writing before; maybe he had been scared away from the idea; perhaps, in fact, it took high explosives to shatter his reserve and break down his caution. Anyway, if he does write anything more, I doubt if he will sound a purer note than he has here.

All this brings one to enquire *why* a F.S.O. should be timid in owning his best poetic efforts. Surely, we are not to infer that an Officer may properly be alert in claiming authorship to a long, able report on the market for suspenders in the South Seas, but properly loath in identifying himself with a sincere attempt at a form of higher writing.

Now, at the beginning of World War I, it was everywhere agreed in the United States that men who

wore wrist watches were "Sissies." At the close of the war, when Lord Allenby tramped wearily into Jerusalem and took over the city, a small compact watch was strapped securely to his wrist. There were at the time hundreds of thousands of other watches strapped to wrists of other hard-bitten fighting men who, too, had "learned to sleep with thunder" and who had "seen old splendors vanish."

Influenced by such things as these, the wrist watch for American men came into its own and its respectability today is unquestioned. Looking back from here, it is difficult to see why it ever should have been questioned.

So it may be, later, in the matter of Officers writing real poetry! There are many men in the Service capable of fine degrees of expression who seek out deep, dark bushels and there their lights fade and waste.

Let us not be overapprehensive about breaking the honored rules of versification. Some day, perhaps, they may prove to be just another "affaire des montres à bracelet." Walt Whitman broke every rule in the book, but as he *did* hear America singing, his name and his poetry have lived—grandly—and will ever live in the wide, stately hall of American poets.

So, why not have more *open* attempts at fine poetic expression? Indeed, in our lives, there has never been a time when a greater need existed for the quiet confidence and the spiritual serenity that often comes only from doing what, deep down within us, we want most of all to do.

Sincerely yours,

HORATIO MOOERS.

P.S. The JOURNAL will recall that Consul General Kemp has supplied its readers—all too infrequently—with delightful, finished verses and poems. There must be others.

*American Consulate,
Saigon, French Indo-China.
April 30, 1941.*

The Editors,

AMERICAN FOREIGN SERVICE JOURNAL.

Sirs:

As a clerk who has served ten and one-half years (to date) at an unhealthful post, I read the article "The Non-Career Service," in the February issue of the JOURNAL with interest and appreciation to such an extent that I should like to thank you for it.

Very truly yours,

CAROLYN C. JACOBS,
American Clerk.

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*
REAMS, R. BORDEN—*Denmark*
SMITH, E. TALBOT—*Nairobi area, Kenya*

(For further news from the field see page 529)



(Left): MANCHESTER STREET SCENE AFTER THE DECEMBER BLITZ

Vice Consul Henry O. Ramsey photographed this scene of devastation from the Consulate window. Shortly before, when assigned to Sheffield, and having barely established himself in his:



(Right): OFFICE OF THE SHEFFIELD CONSULATE

Mr. Ramsey had just left one evening for his residence when the windows by his desk were blown out.

The Bookshelf

FRANCIS C. DE WOLF, *Review Editor*

TURKEY, by Emil Lengyel, Random House, New York, 1941, 474 pp. \$3.75.

This book is entertaining in style, instructive in content, and valuable for its timeliness, since Turkey is now more in the news than at any time in the past fifteen years. With a completion date of February of this year, it not only covers the latest developments but supplies all the information required for a proper background of Turkish history, ancient and modern. It thus meets a real need.

Some reviewers have treated the book as rather superficial and as striving to present a surface picture, without much attempt at profundity. The author has painted the general lines with accurate and masterly strokes, and there is little in his main arguments and conclusions to which exception can be taken. He has, nevertheless, tended to obscure his important and vital points by too many extraneous details which blur the principal impressions and seem likely to cause confusion in the mind of the general reader. There is much in Chapter II about the origin of the Moslem religion, a great deal of Chapter IV concerning pre-Turkish history of Asia Minor, and also portions of Chapter V dealing with Arab history, which have only an indirect bearing on the prime objective of the book, apparently the history of the Turks and of the Ottoman Empire up to the time of Kemal Ataturk, and an account of the latter's role in the establishment of modern Turkey. Too much, rather than too little, research would seem to have been applied to the task. Perhaps the pages about Arab history are not in vain, since the Arab countries are momentarily even more in the news than Turkey.

Mr. Lengyel's chapters on the question of the Straits and the Armenian tragedy are of particular value. The former is of the utmost current interest and gives a clear and concise idea of their history and of their importance in the present situation. The latter question is now a matter of past history, but it will have a special interest for American readers who recall the activities of the Near East Relief. The picture of those tragic events is not overdrawn, and his explanation of their fundamental causes is accurate. His attempt to attribute the final wiping out of the Armenian population of Asia Minor to German inspiration and organization may go a little farther than the facts warrant, but there seems little doubt that some Germans had a part in

its instigation, and the German government and military leaders in Turkey did little or nothing toward stopping the destruction of the Armenian minority.

In recounting the extraordinary transformation of the life of the Turkish people by Kemal Ataturk the author shows deep insight and makes a sound appraisal of all that was accomplished in so short a period. Issue might well be taken with him on the subject of Kemal's attitude toward religion. "The new prophet" as he is called by Mr. Lengyel was not fundamentally against the Moslem religion as religion *per se*, but rather against the vast mass of tradition and rules of behavior which had gradually become so great that it had stifled the spiritual side of the national life, and had become a blight to be cured only by radically clearing away all the dead wood accumulated through centuries. Kemal was fighting convention and tradition rather than faith, and any close observer of life in Turkey during the late nineteen twenties and early thirties could note that the Moslem religion was gradually gaining a stronger hold on the spiritual life of its adherents than it had enjoyed before Kemal's reforms.

For any reader with more or less exact knowledge of Turkey, the frequent minor errors and discrepancies scattered through its pages tend to spoil the impression made by this fine book. Haste in preparation can scarcely excuse them, as they might have been eliminated by a careful checking of the text. For example, the region around Antalya is depicted on the map inside the front cover as producing dates, whereas the really outstanding crop there is oranges. On page 27 "the majority of Turkish peasants are tobacco-growers," while in reality the government tobacco monopoly strictly limits the growing of this plant to certain prescribed areas. On page 61 "Old Castle of Anatolia" is apparently given as the equivalent of Chanak, which means pottery. Finally, on page 100 it is stated that "the Sultans of Turkey were Caliphs of Islam from 1362 to 1924," while on page 261 the assumption of the title of caliph is correctly shown to have taken place after the conquest of Egypt (about 1517). These and many similar instances, such as the failure to reproduce Turkish words correctly, may be unimportant to the general reader, but they should be corrected in any future edition.

Many readers will be struck by the contrast between the private life of Kemal Ataturk and his great achievements as a soldier, reformer and statesman. Henry VIII of England is perhaps a comparable character in history, who while not wholly admirable in himself did much to start England on the path to its greatness by breaking the fetters inherited from the past. Mr. Lengyel fully covers the ground in showing how vast good was accomplished by a faulty mortal who had the right ideas for his nation.

The pages dealing with the present head of the Turkish government, Ismet Inonu, and the other leaders now associated with him, together with the summing up in the epilogue, present a good picture of the many difficulties now facing the country, and of the men who will have to make the decisions. He quite correctly does not venture to predict Turkey's future course of action, but any reader who wishes to learn what Turkey is likely to do or can do is certain to benefit from this book.

LEWIS HECK.*

*Mr. Heck was student interpreter in 1909, Turkish Secretary in 1916, and American Commissioner to Turkey, November, 1918-May, 1919.

ENGLAND IS MY VILLAGE, by John Llewelyn Rhys, Reynal & Hitchcock, New York, 1941, pp. 198. \$2.00.

Young Flight Lieutenant John Llewelyn Rhys "wanted to fly and he wanted to write," according to his wife's preface to his short stories. He lived by flying and it was of flying he wrote but "writing never came easy to him."

In his tales of the air, *England Is My Village*, the author seems to zoom away from the reader who is left on the ground straining his eyes to behold the aerial antics. The painstaking, methodically composed tales focus on the engine rather than the ether, on the fuselage rather than the firmament.

In contrast, the reader of another pilot-pen, from a seat in the very cockpit, experiences along with Antoine de Saint Exupéry the emotion of flying "perdus dans l'espace interplanétaire, parmi cent planètes inaccessibles, à la recherche de la seule planète véritable, de la nôtre, de celle qui, seule, contenait nos paysages familiers, nos maisons amies, nos tendresses."

Ann Morrow Lindbergh, also, hears her reader as a trailer-comet in her poetic flight from Dakar to Natal. Rhys' nib-chewing, however, brings to earth the star to which the reader's wagon is hitched and we learn flatly of life in the Mess of the R.A.F.

JANE WILSON.

AMERICAN DIPLOMACY AND THE BOER WAR, by John H. Ferguson, pp. 240, University of Pennsylvania Press, Philadelphia. \$2.50.

This monograph covers one small segment of American diplomatic history. It is a survey of the extent and manner in which the American Government was involved by the Boer War. It is studies of this character, covering in detail some particular phase or incident of our diplomatic history, which help to make possible the writing of a definitive history of American foreign policy. In this Professor Ferguson performs a noteworthy service. For the general reader, however, his book is not of great interest.

Among the conclusions reached by Professor Ferguson attention may be called to the following:

1. The American consular service in South Africa during the Boer War was "incompetent and inadequate," and the appointment of Secretary Hay's twenty-two-year-old son, only recently graduated from Yale, as consul to Pretoria during the War "compromised the good faith of the American government."
2. The American Government fully enforced its neutrality laws, as defined by statute and treaties, and with minor exceptions gave adequate protection to American rights and interests.
3. However, in spite of the fact that the United States came to be strongly in favor of the Boers, the American Government acted as if in "friendly alliance" with England and thereby "did much to prevent intervention by European powers, thus assuring the annihilation of the Boer republics."

This attitude of the American Government, Professor Ferguson charges, was based upon an informal "understanding" with Great Britain "which grew out of the prejudices of Secretary Hay and an intimate friendship between the American Secretary of State and persons at the American Embassy in London with persons high in British social and official life" (p. 122). He adds, philosophically: "How to keep officials unbiased in their opinions is one of the unsolved problems confronting neutral states" (p. 125). Of interest on the above point, and by no means without current interest, are the views expressed by Mr. Roosevelt before succeeding to the Presidency in September 1901: The failure of the British, he said, "would mean disaster to their whole empire" and if the British Empire should be shattered "the United States would be in grave danger from the great European military and naval powers." These powers would not conquer the United States immediately "but sometimes we would suffer humiliating defeat at their hands . . . in five

(Continued on page 535)



The Caravansary at Landi Khotal

The Durand Line



Jamrud, eastern entrance to
the Khyber

Khyber Castles



A Trip Through the Khyber

By BERNARD C. CONNELLY, Department of State

Photographs by the Author

IF one has the opportunity, every visitor to Peshawar should "go up the Khyber." Nearly all do. And for nearly all, an indispensable preliminary is haggling over the cost of the trip with a Sikh driver who seems like a wild tribesman himself with his curled beard, picturesque colored turban, and crude silver bracelet on right forearm. The first stop is made at the office of the Political Agent for the Khyber in order to obtain the necessary permit. Starting then for the Pass, Peshawar with its barbed-wire fence around the European quarter and its searchlight towers to pick out night-time marauders is soon left behind. The paved road runs smoothly and straight between green cultivated fields with the Mohmand mountains, snow-capped much of the year, looming faintly to the right, and directly ahead a mass of hills through which no point of entry can be seen.

The green fields give way to brown barren stretches, the road rises imperceptibly, and then, about ten miles from Peshawar, the car stops at a wooden barrier—Jamrud, the entrance to the Khyber Pass. Two rupees are collected as toll, the bar is lifted, and the Pass is open to the traveler. For the benefit of those who cannot read, signs show the proper route to follow; the picture of a camel and a horse indicates the caravan route, while the outline of an ancient motor car points to the motor road.

Off to the right overlooking the road is Jamrud Fort, a huge mass of towers, bastions, and loop-holed walls of sundried brick built by the Sikhs to protect their conquests along the frontier. Later occupied by the British when they took over the Sikh lands, this fort is still an important post.

For several miles from Jamrud the road goes through easy country with low ranges on the left-hand side, and then pierces the hills at an opening called Shadi Bagiar. After a climb of a thousand feet or more a sudden turn of the road brings into view, looking back towards Peshawar, a clear picture of the two roads as they wind along the slopes above the river bed; and in the far distance through the tiny opening in the hills a glimpse of the Peshawar plain.

The climb continues, and the peaks gradually close in on the road, shutting out the view except for quick glimpses of block houses on the summits of the crags, a few green patches of timber on the hill sides, and an endless succession of jagged slabs and ledges of hluish-brown rock. At some points the

railroad disappears into a tunnel in the side of a cliff and then emerges, later to cross the river bed on a modern bridge.

Not quite half way through the Pass the road ascends to the Shahgai plateau, and then in a sloping zigzag goes down to the river bed at Ali Masjid before resuming its way up the cliff. Here is said to be the narrowest part of the Khyber, with the Khotas hill on the right rising a full 2,000 feet above the highway. It is in these spots where the way narrows and the hills rise straight up from the road that the regiments stationed in the Khyber leave their calling cards. On the smooth surfaces of the rocks lining this route are affixed large cement and metal replicas of the regimental seals, placed there as lasting evidence of that particular unit's service in this outpost of the Empire.

The route now passes through a wide valley: on either side of the road are cultivated fields centering around numerous dried-mud dwellings, which with their high loop-holed walls and corner watch-towers are visible evidence that each man's home is his castle in this "any man's land."

The cliffs are no longer so oppressive, but the road still winds upward, and in a few miles the summit of the Pass is reached at Landi Khotal. On the right is the military cantonment enclosed by high mud walls, and to the left, as the route veers downward, the caravansary. Here the weary tribesmen may water their camels and rest themselves for a night before continuing their journey into India or Afghanistan.

The next four or five miles to the Afghan border are mostly downhill, the surrounding heights gradually receding farther and farther from the main road. Traffic which until now (except on Tuesdays and Fridays) has been rather light, save for two or three buses and trucks, and one or two tribesmen trudging along with their rifles slung over their shoulders, increases as the frontier is approached. Rounding a turn in the road, the quiet is suddenly broken by the hooting of horns, great grinding of gears, and a medley of shouts from drivers. Forty or fifty trucks are being backed into position along the side of the narrow road, or are just moving off after passing the customs examination. Landi Khana at last. Another hundred yards is Afghanistan. A large signboard directly in front proclaims the Frontier of India.

(Continued on page 526)

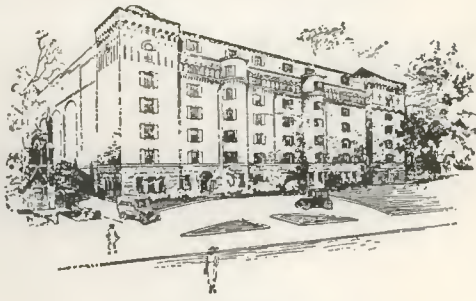
**AMERICAN FOREIGN SERVICE
ASSOCIATION**

Financial Statement for the Period July 1, 1940-June 30, 1941:

| RECEIPTS | | | | |
|---|------------|-------------|---|-------------|
| Balance brought forward... | | \$3,433.80 | Scholarship Fund \$400.00 | |
| Dues | \$4,738.91 | | For M. F. Perkins, fee for document | 1.00 |
| AMERICAN FOREIGN SERVICE JOURNAL | 1,000.00 | | Staff of Leipzig Consulate General, flowers for funeral of David H. Bufum | 20.72 |
| Interest | 109.17 | | | |
| Exchange | .70 | | | |
| Donation for educational purposes | 324.57 | | | |
| Refunds: | 905.74 | | | |
| For telegram | \$ 5.74 | | Loan to widow of deceased member | 500.00 |
| Loan | 500.00 | | Rent of Safe Deposit box | 5.55 |
| Scholarship Fund | 400.00 | | Printing and stencils | 38.75 |
| | | 7,079.09 | Flowers for funerals | 25.62 |
| | | \$10,512.89 | Social events | 42.60 |
| | | | Telegrams | 11.98 |
| | | | Stamps | 16.00 |
| | | | Framing picture | 1.50 |
| | | | Exchange | .71 |
| | | | Refund dues | 5.00 |
| | | | | \$6,681.85 |
| | | | Balance: | |
| | | | Savings Account | \$3,155.99 |
| | | | Checking Account | 643.15 |
| | | | On hand | 31.90 |
| | | | | 3,831.04 |
| | | | | \$10,512.89 |
| EXPENDITURES | | | | |
| AMERICAN FOREIGN SERVICE JOURNAL | \$3,831.67 | | | |
| Clerical Assistance | 775.75 | | | |
| Howard Fyfe — Revolving Fund | 1,000.00 | | | |
| Premium on bond of Howard Fyfe | 5.00 | | | |
| Advanced | 421.72 | | | |

Statement of Assets and Liabilities as of June 30, 1941:

| ASSETS | | | | |
|--|-------------|--------------------------|-----------|-------------|
| Cash on hand and in bank | \$3,831.04 | 1955-60, 27/8% | | 7,783.00 |
| Due on account of advances | 21.72 | In Savings Account | | 373.01 |
| Revolving Fund (Howard Fyfe) | 1,000.00 | | | \$17,036.01 |
| U. S. Treasury Bond, 1946-49, 3 1/8%, market value | 5,550.00 | | | |
| Dues in arrears for 1940-41 | 380.00 | | | |
| | \$10,786.76 | | | |
| | | LIABILITIES | | |
| | | For flowers | \$ 5.00 | |
| | | Net assets | 10,781.76 | |
| | | | | \$10,786.76 |
| SCHOLARSHIP FUND | | | | |
| U. S. Treasury Bonds—market value | | Net assets | | \$17,036.01 |
| 1946-49, 3 1/8% | \$8,880.00 | | | |



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Surplus - \$3,400,000.00

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Foreign Service Changes

The following changes have occurred in the Foreign Service since July 5, 1941:

J. Klahr Huddle of Fort Recovery, Ohio, now serving in the Department of State, has been designated Counselor of the American Legation at Bern, Switzerland.

Jefferson Patterson of Dayton, Ohio, First Secretary of the American Embassy at Berlin, Germany, has been designated First Secretary of the American Embassy and American Consul at Lima, Peru, and will serve in dual capacity.

The assignment of Thomas McEnelly of New York City as American Consul at Istanbul, Turkey, has been cancelled.

The assignment of Don C. Bliss, Jr., of Biloxi, Mississippi, as American Consul at London, England, has been cancelled. In lieu thereof Mr. Bliss has been designated Acting Commercial Attaché at London, England.

Charles H. Derry of Macon, Georgia, American Consul at Perth, Western Australia, has been assigned American Consul at Sydney, New South Wales, Australia.

Lewis V. Boyle of California, American Consul at Agua Prieta, Sonora, Mexico, died on June 30, 1941.

Cloyce K. Huston of Crawfordsville, Iowa, Second Secretary of the American Legation at Bucharest, Rumania, has been assigned for duty in the Department of State.

The assignment of Gerald Warner of Northampton, Massachusetts, as American Consul at Tokyo, Japan, has been cancelled. In lieu thereof, Mr. Warner has been assigned American Consul at Kobe, Japan.

William C. Trimble of Baltimore, Maryland, who has been serving as Third Secretary of the American Embassy and American Vice Consul at Paris, France, has been designated Third Secretary of the American Embassy and American Vice Consul at Lima, Peru, and will serve in dual capacity.

The assignment of Alfred H. Lovell, Jr., as American Vice Consul at Singapore, Straits Settlements, has been cancelled. In lieu thereof, Mr. Lovell has been designated Third Secretary of the American Embassy and American Vice Consul at Bogotá, Colombia, and will serve in dual capacity.

Kenneth Buren Wasson of Brooklyn, New York,

has been appointed American Vice Consul in the American Embassy at Lima, Peru.

The following changes have occurred in the Foreign Service since July 12 1941:

Samuel W. Honaker of Plano, Texas, on detail in the Department of State, has been assigned American Consul General at Istanbul, Turkey.

George H. Winters of Downs, Kansas, American Consul at Ciudad Juarez, Chihuahua, Mexico, has been assigned for duty in the Department of State.

Walter H. McKinney of Sault Ste. Marie, Michigan, American Consul at London, England, has been assigned for duty in the Department of State.

Theodore C. Achilles of Washington, District of Columbia, Third Secretary of the American Embassy at London, England, has been assigned for duty in the Department of State.

Archibald R. Randolph of Casanova, Virginia, American Vice Consul at Caracas, Venezuela, has been designated Assistant Commercial Attaché at Caracas, Venezuela.

Joe D. Walstrom of Mexico, Missouri, American Vice Consul at Buenos Aires, Argentina, has been designated Assistant Commercial Attaché at Buenos Aires, Argentina.

The assignment of William C. Trimble of Baltimore, Maryland, as Third Secretary of the American Embassy and American Vice Consul at Lima, Peru, has been cancelled. In lieu thereof, Mr. Trimble has been designated Third Secretary of the American Embassy at Mexico City, Mexico.

Russell W. Benton of Buffalo, New York, American Vice Consul at London, England, has been assigned for duty in the Department of State.

William Barnes of Belmont, Massachusetts, Third Secretary of the American Embassy and American Vice Consul at Buenos Aires, Argentina, has been assigned for duty in the Department of State.

Erich W. A. Hoffmann of Milwaukee, Wisconsin, American Vice Consul at Moscow, U.S.S.R., has been appointed American Vice Consul at Manila, Philippine Islands.

Sabin J. Dalferes of Donaldsville, Louisiana, who has been serving as American Vice Consul at Hamburg, Germany, has been appointed American Vice Consul at Ciudad Juarez, Chihuahua, Mexico.

Edward S. Parker of Calhoun Falls, South Carolina, who has been serving as American Vice Con-

SERVICE GLIMPSES

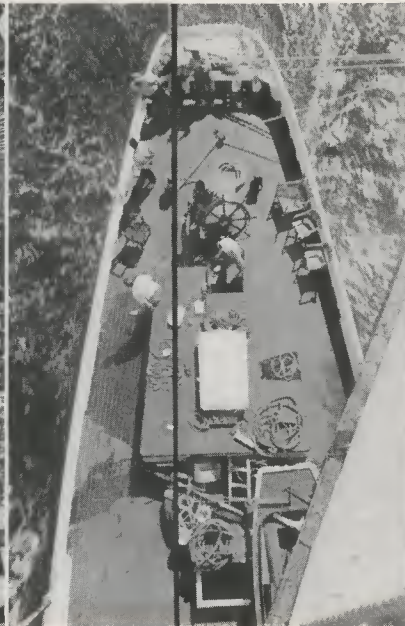


First fishing trip of officers of the Bermuda Base Command, off St. George's, Bermuda, Sunday, June 15. Left to right: Consul General W. H. Beck, Skipper Gibbons, Major Light, Lt. Col. Shawn, Colonel James, Major Hastings, Colonel Edgecomb, Major Skelton and Lieutenant Jones. Major Light, a Washingtonian, son of Charles P. Light of Alfalfa Club fame, experiencing for the first time in his life a deep-sea fishing trip, made the largest catch, a Bermuda rock, as soon in the center of the catch. The photograph was taken on the Army dock.

Decoration Day Ceremony, May 30, 1941, at Noumea, New Caledonia. Minute of silence. Facing the Monument to the New Caledonians lost during the War of 1914-18. Left to right: M. Ratzell, Chef du Cabinet; the Governor of New Caledonia and High Commissioner for Free France in the Pacific, M. G. Sautot; Consul Karl deG. MacVitty; M. Massoubre, Mayor of Noumea; Commander Jardin, Commandant of the Free French Forces in New Caledonia.



Mrs. Alexander W. Weddell and Mrs. John Hamlin leaving American Consulate, Seville, during Holy Week.

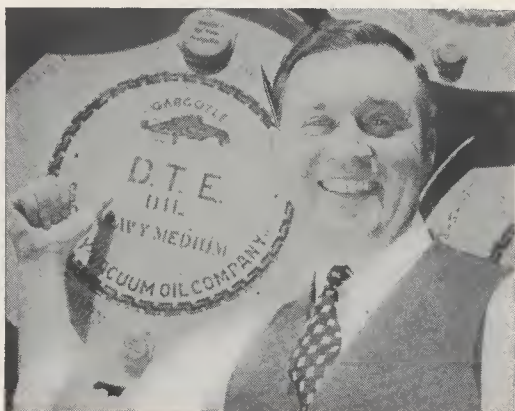


View from the mainmast of the Maria Siejas on a trip from Habana to Dry Tortugas Island. That's Skipper du Bois at the helm. Photo courtesy Charles F. Whitaker.



The Donald Bigelows taken last year at the Parsenn Bahn, Davos.

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sul at Cologne, Germany, has been appointed American Vice Consul at Matamoros, Tamaulipas, Mexico.

James A. Noel of San Diego, California, American Vice Consul at Mazatlan, Sinaloa, Mexico, has been appointed American Vice Consul at Guadalajara, Jalisco, Mexico.

The following changes have occurred in the Foreign Service since August 1, 1941:

Carlos C. Hall of Kingman, Arizona, American Consul at Medellin, Colombia, has been designated Second Secretary of the American Legation and American Consul at La Paz, Bolivia, and will serve in dual capacity.

Robert G. McGregor, Jr., of New Rochelle, New York, American Consul at Mexico City, Mexico, has been designated Second Secretary of the American Embassy at Mexico City, Mexico.

William C. Affeld, Jr., of Minneapolis, Minnesota, American Vice Consul at Kobe, Japan, has been assigned American Vice Consul at Caracas, Venezuela.

Stephen E. Aguirre of El Paso, Texas, Third Secretary of the American Embassy at Mexico City, Mexico, has been assigned American Vice Consul at Mexicali, Baja California, Mexico.

Vernon L. Fluharty of Worthington, Ohio, Third Secretary of the American Embassy and American Vice Consul at Bogotá, Colombia, has been assigned American Vice Consul at Medellin, Colombia.

James M. Gilchrist, Jr., of Chicago, Illinois, has been appointed American Foreign Service Officer, Unclassified, Secretary in the Diplomatic Service, and American Vice Consul, and has been assigned for duty in the Department of State.

Byron White of Fayetteville, North Carolina, has been appointed American Foreign Service Officer, Unclassified, Secretary in the Diplomatic Service, and American Vice Consul, and has been assigned American Vice Consul at Nogales, Sonora, Mexico.

Raymond Phelan of San José, California, American Vice Consul at Barranquilla, Colombia, has been appointed American Vice Consul at Agua Prieta, Sonora, Mexico.

James M. Bowcock of Denver, Colorado, who has been serving as American Vice Consul at Munich, Germany, has been appointed American Vice Consul at Tenerife, Canary Islands.

J. Brock Havron of Whitewell, Tennessee, American Vice Consul at Guadalajara, Jalisco, Mexico, has been appointed American Vice Consul at Acaapulco de Juarez, Guerrero, Mexico.

Francis M. Withey of Reed City, Michigan, American Vice Consul at Nice, France, has been appointed American Vice Consul at Tampico, Tamaulipas, Mexico.

COVER PICTURE

The U.S.S. *West Point* leaving New York Harbor with German and Italian consular officials. On her return trip she brought U. S. consular officials from the occupied countries. *Photograph courtesy of Life Magazine.*

HISTORY OF THE CONSULATE GENERAL AT LONDON

(Continued from page 494)

the frigate and formally warned off and forbidden to proceed on pain of capture and condemnation; as the result of this, the Master was compelled to make for the port of London.

How Prussia, with the help of Austria, took revenge against Denmark in 1864 and seized Schleswig-Holstein, since surrendered again, are matters of History.

I will conclude this chapter with a reference to the alleged American ship *Susannah*, the circumstances of which are of such an unusual character that it is impossible to say whether they had their origin in blockade-running, piracy, smuggling or slave-dealing:

It appears that this vessel came to London in 1808, and on Mr. Lyman making investigations, it was found that she was not American at all, her papers not being "bona-fide," although they had been granted by the Custom House in "Charlestown." After a careful survey it was discovered that the ship differed from the Register in having 3 masts, instead of two, also no galleries, but a "Lion Head," "which," the surveyors declared, "we are confident was not on the ship at the time she was built, though it had the appearance of having been long fixed there." The surveyors also found that the vessel contained timbers of pine, "a timber not employed in that part of the United States where the said ship was said to be built." Nevertheless, they arrived at the extraordinary conclusion that the *Susannah* was the vessel to which the Register, Sea-Letter and Mediterranean Passport were originally issued. What mystery surrounded this "Jekyll and Hyde" vessel does not appear to have been solved—what was she?

(To be continued in a subsequent issue)

SEPTEMBER, 1941

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Until such time as these ships can return to peace-time occupations, their less glamorous sisters, the many sturdy freighters of the United States Lines, will continue to ply the seven seas, carrying on our world commerce and bringing the essential materials for America's great defense program.

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C. J. MACK, General Manager

EXPORT CONTROL

(Continued from page 495)

Administrator of Export Control under regulations prescribed by the President. This includes the causing of the requisition to be served by an officer, agent or employee of the United States, who takes possession of the article or material and issues a receipt therefor, and the procedure leading to determination of the fair and just value of such property.

On January 15, 1941, by Executive Order, the President authorized general licenses covering the exportation to all or certain areas or destinations of any of the items subject to the licensing requirement, in accordance with rules and regulations prescribed by the President or specific directives communicated to the Secretary of State through the Administrator of Export Control. Licenses of this nature obviate the necessity of individual licenses, all that is necessary being notation of the general license number on the shipper's Export Declaration. This has resulted in facilitating the shipment of materials of which there is an adequate supply to approved destinations. It has also relieved to some extent the administrative burden involved in the issuance of individual licenses.

By Proclamation No. 2465 of March 4, 1941, plans, specifications or technical information, other than that appearing generally in a form available to the public, which can be used in connection with the production or reconstruction of any of the articles or materials subject to control, were likewise made subject to the licensing requirement, effective April 15, 1941. The licenses in this case are issued by the Administrator of Export Control instead of by the Division of Controls, Department of State.

Also effective April 15, 1941, was the arrangement by which the Administrator of Export Control determines the forms, conversions and derivatives of the items subject to control, through the medium of Export Control Schedules. Prior to that date, the articles and materials subject to the licensing requirement had been construed and defined in Executive Orders. This arrangement proved too inflexible and left many questions as to whether particular items required or did not require license for export. Under the new plan, authorized by Executive Order, the Administrator makes such determinations and publishes them in schedules which follow in form and nomenclature the schedules of exports and re-exports issued by the Department of Commerce, with which exporters are thoroughly familiar. This has eliminated much uncertainty and confusion and facilitated the making of necessary additions to, or deletions from, the lists of forms, conversions and derivatives of the materials sub-

ject to control which shall require license for export.

Section 6 of the Act of July 2, 1940, establishing export control, was silent on the subject of the Philippine Islands. Accordingly, under the provisions of prior law, this control was not applicable to exports from the Philippines. The disadvantages of such an arrangement are obvious. Remedial action was taken in legislation approved May 28, 1941, under which export control is made applicable to all territories, dependencies and possessions of the United States.

Branches of the office of the Administrator of Export Control have been established in New York City and San Francisco to furnish advice and aid to exporters in connection with export control procedure, and to secure information for the Administrator concerning the functioning of this procedure with a view to improvements being instituted wherever practicable.

The policies followed in the issuance of export licenses are naturally closely geared to our national policies. At the outset, consideration was centered on the conservation of articles and materials needed for the defense program. As time went on, this was broadened to include the needs of Great Britain and other countries defending themselves against aggressors. In addition there is the good neighbor policy as regards Latin America to be considered. And, naturally, there is desire to interfere as little as possible with our normal trade with countries whose programs are not inimical to our own. These policies of course involve many conflicts. It is the problem of the Administrator to receive recommendations from other Government agencies and weigh the various considerations involved, thus establishing a sound basis for the export controls to be exercised.

OLD AUTOMOBILES FOR NEW

(Continued from page 497)

perhaps the wear and tear will be sufficiently reduced to cancel that out.

Motor enthusiasts deplore the rude interruption to the advance in the comforts and amenities of motoring at this particular time. The recent introduction of fluid drives, automatic tops, gear-shift levers on the steering wheel or else none at all, needed only a bit of perfecting to be standard, accepted and reliable equipment. The front wheel drive, the engine in the rear, were only waiting the first courageous manufacturer to be universally presented to the public. Now the refinements will have to be suspended and the millenium of the perfect car postponed a while longer.

SEPTEMBER, 1941



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Right: A frog has them smiling in embattled England. A GEOGRAPHIC photograph by B. Anthony Stewart.

THE NATIONAL GEOGRAPHIC MAGAZINE

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

—WASHINGTON, D. C.—



All in all, it seems that the American automobile is in for another stage in its evolution. Back in the horse and buggy days, when one approached a motor ride in a spirit of mingled trepidation and adventure, the cars had distinct personalities. They had the power to stir one's emotions, ranging from affection to disgust, and one came to know intimately their individual traits and characteristics. Up until the streamlined epoch this continued to be more or less true, and the memory of certain outstanding makes is vivid even now. With the introduction of the sleek impersonal vehicles which appeared on the roads in mass formation, one lost all sense of identity as to the different types. Their peculiarities disappeared under a common aura of smug, silent, insolent flaunting of power and beauty. One might love twins of the Model T, but not a parade of Tudor sedans, each a soulless replica of the other.

Surely, many of us can look back on cars whose temperament was unforgettable. Earliest in my own recollection was a snorting, capricious French importation, which bore all the jauntiness of the boulevards but which was incapable of negotiating the hill on which we lived without boiling over in wrath. Once it bull-headedly ran into a tree, and

another time it whimsically threw a wheel at the brink of a precipitous descent, steering a graceful but erratic course into the ditch. Following that wanton, there was a queenly high-tonneaucd Peerless belonging to a relative, whose moods—that is, the Peerless's—were controlled by a high-handed four-speed gear shift and a huge steering wheel with spark and throttle levers on a ratchet. Though the coachman of those days had scorned the new-fangled speed wagons till they drove him into retirement, his stable boy had the vision to become a chauffeur. From him, behind the barn that had been converted into a garage, were surreptitiously learned the facts of high and low, of forward and reverse, till I was able to crank her up and go flying through space at forty miles an hour. Once, on one of those early runs, all presence of mind vanished at the unexpected looming of a crossroads. The dignified Peerless became an unreasonable juggernaut, wilfully and wildly refusing to be cajoled, until the blasphemous Irish brogue beside me gave effect to its shouted imprecation: "The brake, you fool, the brake!" Don't tell me that the madcap motors of yesteryear didn't have temperament, after the tussle we had in bringing that touring car to a halt.



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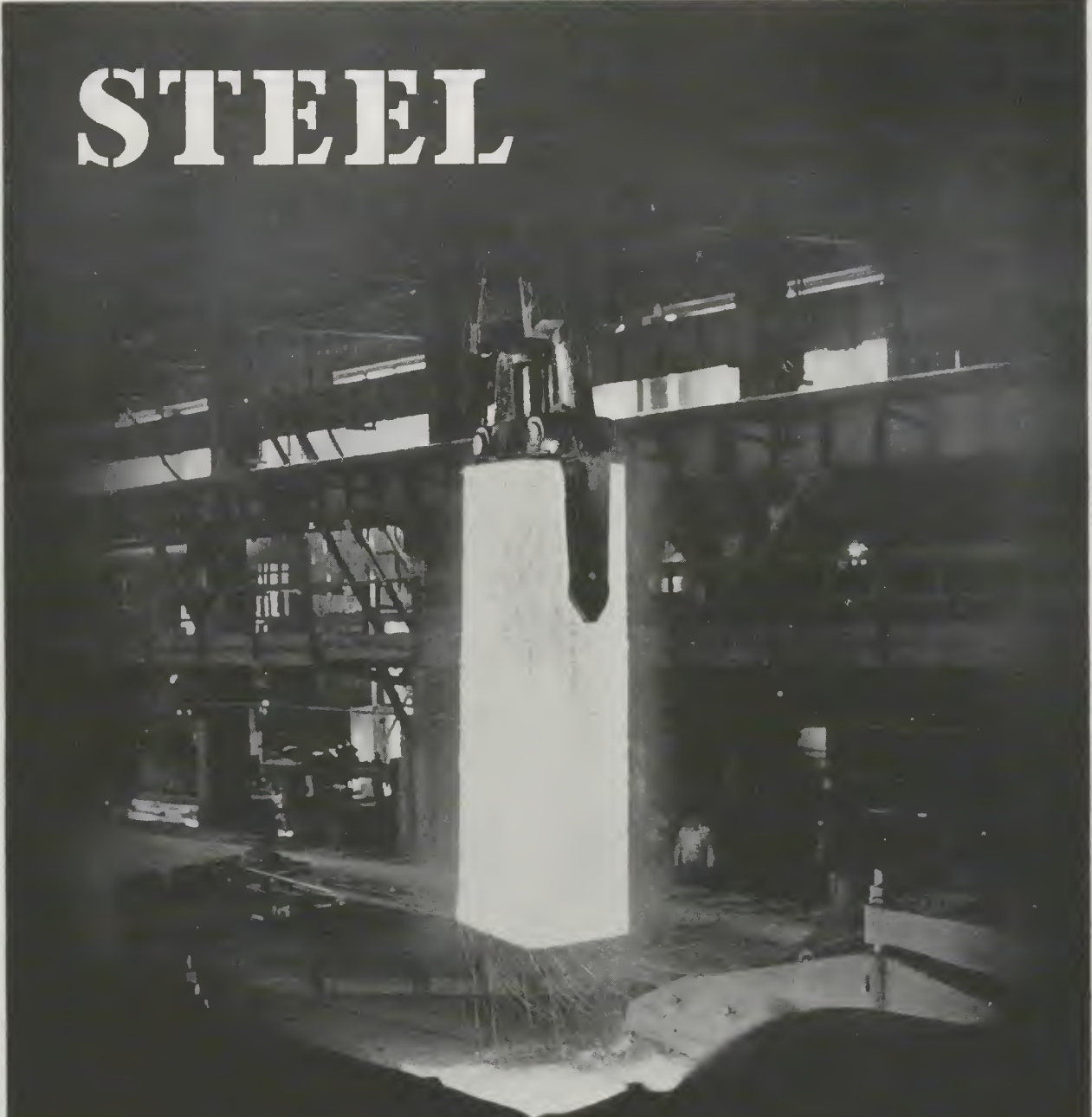
I can remember a docile little black Dodge on which my experimentation was carried further, a faithful creature, so obedient to the driver's whim that it immediately inspired confidence. In college I made the brief acquaintance of a sullen, stripped-down, open Hudson, with a driver's seat so low one almost sat on the floor. Its principal failing was that it had no lock, and the only way to secure it was to fasten a chain and padlock between one of the wheels and a spring. One night, in the flushed excitement of taking a girl to a dance, the padlock was forgotten in letting in the clutch. The outraged Hudson screamed in protest as its entrails were ripped apart under the strain, and the subsequent sale of the car barely represented the cost of repairs.

No one will dispute the statement that the old-time Fords had idiosyncracies all their own. But unique among them was a racy little buggy with disc wheels, disguised radiator, and a torpedo body which served to weave me in and out of the traffic as a newspaper reporter. Cut-out open, blue flames flashing from exhaust pipes in the hood, it lived up to its nickname of the "White Dragon." But I shall never forget its maddening obstinacy in the matter of getting started, which exhausted the strength and patience of many unsuspecting friends who thought a push was all that was needed. On cold mornings, the Dragon required that its rear wheel be jacked up and its nose tied to a tree before the engine could be spun into life.

The first Chrysler with a rumble seat marked a milestone in the development of cars. I shall always remember the proud, purring roadster which fell into my possession through a forced sale by a convicted bootlegger. It marked the beginning of the end of an era. From then on, cars began to be reproduced in such staggering numbers that their individuality faded. Mass production, which enhanced their reliability, smooth performance and smart appearance, at the same time robbed them of the personality inherent in a motor car in its younger days.

Perhaps the enforced limitations of the defense program will give a new twist to the future models. Perhaps the sameness of construction in the modern automobile, which makes one kind about as good as another, will wear off. Perhaps producers, driven to exercise their ingenuity in order to overcome the handicaps of the day, will give us a wholly new brood of cars in which distinctiveness will again assert itself. Meanwhile, your old automobile may be as good as a new one.

STEEL

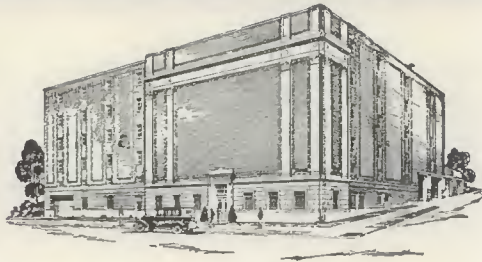


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EXIT FROM PARIS

(Continued from page 501)

the compartment were very brave: none shrieked, none fainted. The male occupants went a-hunting, and although the chase proved ineffective it was lively.

"Now, another thing: at Salamanca, we can all get a cup of coffee and milk."

The sound of these words, uttered at 2:30 a. m., awoke all six or seven sleepers and make-believe-sleepers in the compartment. It issued from our "Fuehrer," the leader of our band, whom popular belief made white Russian, while legend had it that he was a Gestapo agent. He had, he said, telephoned ahead to Hendaye that we were coming; in the light of subsequent events, we wondered what the gist of that telephone call had been. Nevertheless a collection taken up in his favor towards the end of the trip brought in worthwhile number of dollars, francs, pesetas and escudos. An unrebuttable fact was that he barely ever looked through his glasses, which were invariably balanced on the edgemoat edge of his nose or clinging to his mid-forehead.

When it became too late in the morning to even pretend to sleep, feet became disentangled from ears, and six or seven would-be human forms stretched out and stared at the paper-littered, wine- and mineral water-flooded compartment.

The scenery successively revealed flat wheat country, suggestive of the U. S. Middle West, and hot, arid pasture land, home of Spain's hull-fight fans' Number One raw material. At train-stops (lasting about five minutes every three) underfed children would gather around the train, and near us more particularly, to beg, pointing their dirty brown fists to their open mouths. Whenever given a morsel they would almost tear one another asunder to grah it. The scene was pathetically similar to that of wild starved animals being fed by the public of an under-endowed zoo. We also saw skin-covered canine skeletons roaming about dejectedly (they lacked the energy to beg), but no cats were to be seen, which gave rise to suppositions as to the probable alimentary purposes Spanish felines had served.

In overdue time Fuentes de Onoro, jumping-off place from Spain, was reached, and we all submitted to another search, less thoroughgoing, true, than that of Hendaye. Here we noticed, playing in the station, children that were well-dressed and apparently well-fed and content; we were informed that they were for the most part offspring of customs officials and other State functionaries.

A few hundred yards more of train ride brought us from the grey, unkept, dilapidated station of Fuentes de Onoro to a clean, white, enamel tile-

decorated building, with alongside, a smaller house, equally clean-looking marked "Homens" and "Senhoras"—the most attractive public restroom we had seen in ages. We were in Portugal, at the frontier stop of Vilar Formosa.

Peace-and-Freedom Land was reached.

Dollars could be exchanged at the fair rate of some twenty-five to a buck. Camels, Luckies, and all other kinds of cigarettes could be obtained without even standing in line. Portugal is possibly the only country in Continental Europe today where there exists no "Black Bourse," since all foreign currency exchange is free, even to the trading of gold.

But the biggest surprise of all was the luncheon served to the half-starving lot of us. Indeed some of us endowed with good memories still had reminiscences of Gargantuan feasts the likes of the one which was here quietly and unassumingly waiting to be devoured.

Devoured it was.

The pure whiteness of the bread, contrast to the French product, becoming browner and greyer week by week, and the Spanish clay-colored bricks, gave an impression of anaemia. It blended in nicely with the golden yellow of thick layers of full-bodied butter extravagantly spread, with ne'er a "matieres grasses" ration coupon required.

Full-bellied and happy we boarded another toy train, Portuguese and presumably mouseless, which was to grant us a digestive pause of eighteen hours (including three off for dinner a bit farther down the line) before reaching Lisboa, also known as Lisbonne, Lisbon and Lissabon, about two hundred miles distant.

Poker was played in escudo values this time. The true sense of the game reappeared, and winners were genuine winners.

"Everywhere you will find the people courteous, hospitable and pleasant."

It was a Belgian speaking. We had struck up an acquaintance and a conversation with him at Pampilhosa, where we had our second Portuguese meal (we weren't going into ecstasies any more by then; such is the human animal that he takes a good thing for granted after the second experience of it). He (the Belgian) was a business man engaged in a mining or something enterprise, and had been living in Portugal since 1937. He gave us many and useful tips about life in Portugal.

While fooling around the station quays at Pampilhosa we saw an aluminum streamlined train draw up, halt for two or three minutes, and then whizz off towards Lisbon, where it was due two hours later (our wooden coaches would be six hours on the rails between Pampilhosa and Lisbon).

We bought five-day old English papers and re-boarded.



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Presently feet and ears were again more or less comfortably entangled for a night's pretense at sleeping. We were all set for the last stretch of Picnic Voyage.

When visibility permitted, a little before dawn, we saw little white villages, where we usually stopped, composed of red tile-roofed houses, always neat and clean, often decorated with ornamental designs of enameled earthen-ware like those we had first seen at the station of Vilar Formosa. The whole country-side gave an impression of tidiness, modest prosperity, and of being conscientiously toiled.

We were moving into the suburbs of Lisbon. The train was running beside the Tage estuary, which forms a wide bay upstream from the city, and then narrows down before reaching the Ocean. The scenery continued white, neat and attractive.

Click!

The cameraman from one of the city's big dailies had taken in our arrival, to be reproduced the next day under the caption "Functionaries from the American Embassy in Paris reach Lisbon." Our Consul General and others of his staff were at the station to greet us, and to direct us to two superb busses which were to take us to a resort hotel outside of the city, to a real-coffee breakfast, and . . . real sleep!

Picnic Voyage was over.



A TRIP THROUGH THE KHYBER

(Continued from page 511)

Not many feet beyond this line and to the left of the road is the Afghan sentry post.

Nearby is a towering peak, one in a series which had gradually been drawing closer and closer to the highway. To the right of the boundary sign it is still Indian territory, the Durand Line continuing from here, not due north, but on a diagonal to the northwest. By walking up the little hill on the Indian side, the sentry post, though in Afghan territory, is seen slightly behind and to the left. The road winds to the right, and ahead in the distance, barely discernible amid the tree tops and green vegetation of the valley, is the roof of the Afghan customs post at Torkham, a mile away.

The hills fade gradually into the far horizon. Kabul, Bokhara, Samarkand—all the mystery of Central Asia lies beyond.



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WEST POINT VOYAGE

(Continued from page 491)

York, where with the cooperation of the Maritime Commission, the United States Steamship Lines, and the Export Steamship Lines, the latter having agreed to act as agents for the Maritime Commission, the ship was outfitted and supplies put aboard to take care of the passengers for both trips.

The German and Italian consular and other officers were instructed to leave the United States by the 15th of July, and at 5 o'clock on that date the ship left the pier in New York. However, since some of the German personnel had not arrived, the ship anchored at Quarantine, and at midnight of the 15th the remainder of the personnel arrived, having been brought from the pier by a Coast Guard boat. Final arrangements for sailing were completed the next morning, and the voyage to Lisbon was begun.

Our passengers had been led to believe that their accommodations would not be very good and were agreeably surprised when they found that they would not have to sit on benches in the dining room, and that they would not be served "Army Chow." Everything possible was done to make their trip as pleasant as possible, and the ship's

store, which sold cigarettes, soap and candy, did a land office business.

While the ship's officers and crew were regular and reserve Naval officers and enlisted men, civilian stewards and stewardesses were employed by the American Export Lines to take care of the passengers. Captain Frank H. Kelley, the commanding officer, and his executive officer, Commander Giles C. Stedman, who had been the captain of the ship when she was in the Merchant Service, handled the situation, which was delicate to say the least, in a most praiseworthy fashion. Many of the German and Italian personnel were not happy about leaving the United States, while others were antagonistic, but their leaders informed me at the time they left the ship at Lisbon that the trip had been, in spite of existing conditions, a pleasant one.

A few days before we were due to arrive at Lisbon, we were notified that the American consular personnel had not arrived in Portugal, and we were requested to delay our arrival until such time as the trains carrying this personnel had crossed into Portuguese territory. Accordingly we reduced speed and scheduled our arrival for 11 A. M. Wednesday, July 23. After our arrival in Lisbon we were informed by Minister Fish that there had been a further delay in the arrival of the American personnel and that none of the German or Italian personnel

should be allowed to disembark until our personnel had arrived in Portuguese territory. Finally word was received that our people from Italy and Greece had crossed the Portuguese frontier and the Italians were allowed to disembark, and the next day on receipt of similar information concerning our people from Germany, the Germans were allowed to leave the ship. The *West Point* was then made ready to receive the Americans, and their embarkation was commenced at 10 A. M. on Saturday, July 26. The embarkation of the American personnel was delayed somewhat due to the absence of the local chief of the Portuguese International Police, who are in control of all movements of foreigners in Portugal, but finally this functionary was found after an appeal to the Portuguese Foreign Office, and the embarkation started.

Our people appeared tired and a bit bedraggled after a very harrowing journey from the four corners of Europe, which had been made harder by certain German officials who appeared to be treating the whole affair as an exchange of prisoners, rather than the return of consular officials and their families to their own countries. However, once aboard ship, and after having found their staterooms, they began to relax and gradually recovered from the nervous strain that many of them had been under for several months.

In this connection the following is an account of the journey from Hendaye to the port of embarkation as told to me by Jerome J. Stenger of the Consulate General at Paris, which is self-explanatory:

"No one thought before leaving Hendaye that we would be able to get anything to eat en route. However, thanks to the generosity of some of our consular officers who were on the train, a collection had been taken up with which we bought loaves of bread, sausages, fruit and water at Hendaye in order to be sure that especially the women and children would have some food during the crossing of Spain, in view of the fact that we had heard there was very little food in that country. Incidentally these provisions were later distributed to a hungry and starved crowd of people who gathered at the stations along the way. After a very trying night on the train, four persons sleeping in a compartment on the seats, we awakened the next morning, looked at each other, and it was only with a great deal of difficulty that we were able to recognize our fellow men. We were BLACK. We tried to clean up in the only one of the three cars that had running water, without much success. We cleared the Portuguese frontier about 7:30 P. M. In order to save time, at least so we were informed, we remained on the same dirty trains the rest of the trip to Lisbon. However, we did have the luxury of a well-stocked dining car furnished by the Portuguese

Railway Company.

Arriving at Lisbon and in order to facilitate the task of the Paris group and the Bordeaux group, I took a taxi to the hotel that had been assigned to us in order to arrange for accommodations. Everyone hoped to find a room and a bath but, greatly to our chagrin, the hotel to which we had been assigned, although supposedly modern, had only one bath for each floor, no running water in the rooms, merely a pitcher and wash basin. There were many groans of discontent at this because everyone was in a state of nervous fatigue and dirty. Needless to say, there was a run on the bath on each floor and this lasted well into the next morning. After spending the day of July 25 in Lisbon we embarked on the *West Point* on Saturday and at six o'clock that afternoon we left Lisbon on the final stage of our homeward journey."

A number of our people had not been back to the United States for many years, but I believe that Francis Adams Lane, Vice Consul at Bremen held the record, he having been abroad for forty-four years, thirteen years of which he has spent in our foreign service.

I heard many interesting accounts of the experiences of our people, among them the stories of Ivan Jacobson and Frank Nelson, clerks at the Consulate at Oslo, who had been arrested by German authorities and held by them for several months. Jay Allen, a newspaper correspondent who had also been arrested by German authorities in France, was a passenger and his story of his imprisonment was most interesting. George Platt Waller, who had been our Chargé d'Affaires at Luxembourg at the time of the German occupation, told me of the difficulties experienced by him during those hectic days.

Several of the children who came back with their parents had been born abroad, and many of them spoke the language of the country where their parents had been stationed. I believe that the things the children enjoyed most aboard the *West Point* were the fruit, particularly bananas, ice cream, and movies which were shown twice a day. A few of the returning Americans brought their dogs with them, but others found it necessary to leave them behind.

I had hoped that we would have pleasant weather for our return trip to New York, but we ran into a storm the second day and in spite of the fact that the *West Point* is a large and very seaworthy ship, a good many of our passengers were uncomfortable. As we approached New York, however, the weather began to clear and on Friday, August 1, it turned out to be a beautiful day for the arrival of many who were seeing the Statue of Liberty and their home land after long and trying months faithfully serving their Government in foreign lands.

NEWS FROM THE DEPARTMENT

(Continued from page 505)

to spend principally at his home in Long Beach, California.

John Farr Simmons, until recently Counselor and Consul General at Ottawa, visited Washington from August 18 to 27. He planned to have sailed from New York City on August 29 on the *S.S. Argentina* for his new post as Counselor and Consul General at Rio.

Hiram Bingham, Jr., Vice Consul at Lisbon, who arrived on the *U.S.S. West Point*, visited the Department on August 4 while en route to join Mrs. Bingham and their children at Waycross, Georgia.

Lawrence S. Armstrong, Consul at Nogales, visited the Department on August 6 and 7 with Mrs. Armstrong en route to visit relatives in Penn Yan, New York. They planned to have left there for Nogales on August 27.

George C. Howard, until recently Commercial Attaché at Stockholm, was scheduled to have sailed from New York City on August 29 for his new post as Second Secretary and Consul at Bogotá. Mrs. Howard planned to join him at Bogotá in early October.

Edwin McKee, Vice Consul at Cartagena, visited the Department on August 1 following his arrival at New York City on July 30 on the *S.S. Santa Rosa* from Barranquilla. He left to spend leave at his home in Moultrie, Georgia.

Robert L. Buell, until recently Second Secretary and Consul at Berlin and on temporary detail as Consul at Leipzig, arrived on the *U.S.S. West Point*. He reported to the Department and was assigned for duties in connection with the Office of the High Commissioner in Manila. He left Washington by plane on August 17 for San Francisco where he departed on August 19 by clipper for Manila.

NEWS FROM THE FIELD

(Continued from page 507)

SAN JOSÉ

On March 14, 1941, the Constitutional Congress of Costa Rica, by a vote of 38 to 1, approved a resolution:

"That the Congress of Costa Rica send a message of felicitations to the Senate and House of Representatives of the United States of North America upon the occasion of the enactment of Law No. 1776 (the lend-lease law) prompted in the defense of the continent and the democracies."

This message was duly forwarded by telegraph direct from the Costa Rican Congress to the Congress of the United States of America. The Congress of the United States expressed its deep ap-

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preciation to the Congress of Costa Rica, and to the people of the Republic of Costa Rica which it represents, in a Concurrent Resolution approved on May 7, 1941, and transmitted through the Secretary of State on June 6, 1941, to the American Chargé d'Affaires ad interim at San José for presentation on a suitable occasion to the President of the Costa Rican Congress. The presentation of the resolution, in the form of a beautifully-engraved parchment, encased in an elegant and dignified morocco folder and container, appropriately inscribed in gold lettering, took place at the residence of the Chargé in San José on the evening of June 26th at a reception to which the full membership of the Congress had been invited and which was attended by forty-one of the forty-five members of that body. In presenting the Concurrent Resolution Chargé d'Affaires Dwyre made a short presentation address in Spanish, of which the following is a translation, and which was graciously and eloquently replied to by the President of the Congress, His Excellency Señor Teodoro Picado:

"Mr. President of the Congress,
"Messrs. Deputies and Esteemed Friends:

"I have the honor to welcome you and to take this pleasant occasion to present to this eminent group, on behalf of the Congress of the United States, through the intermediary of His Excellency the President of the Constitutional Congress of Costa Rica, the Concurrent Resolution of the Congress of the United States, which expresses its sincere appreciation for the spontaneous felicitation which the Constitutional Congress of Costa Rica was good enough to address to it and which was inspired in the defense of this Hemisphere.

To the gratitude of my fellow-citizens I add my profound desire that the present disastrous events in Europe may at least be the precursors of a greater approachment between the peoples of this Hemisphere, and that the cooperation which the Government of the United States so gladly offers them for the common defense of our democracies, may be looked upon with full confidence.

Messrs. Deputies, under instructions of my Government I permit myself the great honor of placing in the hands of your esteemed President, His Ex-



His Excellency, Señor Picado, President of the Costa Rican Congress, and American Chargé d'Affaires ad interim, Dudley G. Dwyre.

cellency, Señor Picado, the Concurrent Resolution of the Congress of the United States."

DUDLEY G. DWYRE.

TORONTO

August 14, 1941.

Prior to his departure from his post, Mr. Hengstler, who was a popular executive in the Department for so long, and a well beloved Consul General in Toronto, Canada, since 1937, gave a dinner for the entire staff at the Granite Club. After the last course of a delicious meal the opportunity was taken to present to Mr. Hengstler an antique silver soup tureen as a token of affection and remembrance from the staff. Consul Warwick Perkins made the presentation with a short and appropriate speech. Mr. Hengstler's reply was apt and witty.

Two evenings later Mr. Hengstler was the guest of the officers at a dinner dance at the Royal Canadian Yacht Club on Center Island in Toronto Harbor. This was an entirely informal and delightful affair with no speeches, but the officers and their wives took the opportunity of expressing to Mr. Hengstler their appreciation of the many kindnesses he had rendered them during his tour of duty at this post.

On August 13th Mr. Hengstler left for Washington and it was on that day in 1898 that he started his career in the Department.

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BIRTHS

EMMONS—A daughter, Julia Voorhees, was born on July 29 to Mr. and Mrs. Arthur Brewster Emmons, III, in Hartford, Connecticut. Mr. Emmons is Vice Consul at Keijo.

BEYER—A son, David Saunderson, was born on July 30 to Mr. and Mrs. Roland K. Beyer in Monot, North Carolina. Mr. Beyer is assigned as Vice Consul at Capetown.

GUARDING THE RAMPARTS OF FREEDOM

(Continued from page 488)

in the FBI's survey program. Though making any change as a result of the recommendations is entirely optional with the plant managements, industrial concerns have responded gladly and have gone to great lengths to improve their protective facilities.

The FBI Technical Laboratory is playing a vital role in combating the efforts of the saboteur. Founded in 1932, the Laboratory has expanded rapidly in facilities and personnel. During the past fiscal year, 14,589 examinations involving 42,007 specimens of evidence were conducted as compared with 7,097 examinations the preceding year. The comparison microscope and the spectograph are but two of the many instruments used daily in the handling of sabotage investigations. The explosives file, the collection of coded messages, as well as other similar facilities, also assist the Laboratory technician in the solution of national defense cases.

The FBI's Identification Division, which now contains approximately 22,000,000 fingerprint cards of all types, is proving of inestimable value to industries engaged in national defense production for the War and Navy Departments. In one powder plant 30,000 employees were fingerprinted and it was found that 3,000 of them had some type of police record. As usual, the records were not made available to the plant officials, but to the War Department which had a contractual relationship with the concern. Subversion and crime go hand in hand. Any person with a criminal past is a fertile tool for a subversive element. He has demonstrated his lack of regard for the rules of organized society at least once already and may do so again very readily if offered sufficient incentive by a clever foreign agent.

Standing guard in defense of America from foes from without are the forces of our Army and Navy. Guarding the internal defenses are various other organizations of the Government led by the FBI. The closest possible cooperation exists between the



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Federal Bureau of Investigation and the Army and Navy Intelligence Services as well as other Federal agencies. As indicated, law enforcement the country over is cooperating wholeheartedly. But these are not enough for the survival and strengthening of our democracy. Each individual citizen has a task to perform.

In the first place the citizen should give full support to those in the front line trenches at the present time—to the officials of his Government, to the law enforcement officers of the Nation, and to others. This is no time to cut expenses by reducing the personnel of police agencies below normal levels. Nor is this a time to save money by omitting the training of law enforcement officers. Training is more vital today than ever before.

Then, citizens may serve as listening posts during the emergency and report any facts coming to their attention indicating possible violations of our national defense statutes to the nearest office of the FBI. Seemingly trivial facts should not be disregarded. They may be important. By all means the citizen should not attempt to evaluate or investigate the facts, for these functions are properly those of trained law enforcement officers. Illustrative of the citizen's role is the program worked out by the American Legion throughout the Nation with the FBI. The Legion is rendering great service to the country's defense in a reporting capacity.

The avoidance of hysteria is of prime importance from the citizen's standpoint. Calmness, like bravery, is a virtue of a patriot. Gossip in many instances proves to be the foundation of wild rumors which cause needless trouble and in fact hamper the Nation's national defense efforts. Mob action and vigilante methods are dangerous in the extreme. These are undemocratic in practice no matter how patriotic in purpose. They are no different, in fact, from the tactics of those whose oppressive system of government we are striving so hard to keep from our shores. Foreign ancestry, appearance, or name should not be used for a campaign of persecution. This is a Nation founded as an escape from oppression and intolerance. Let us remember that the important thing today is to be thoroughly American. Possible foreign ancestry is otherwise immaterial.

The foundations for an impregnable America have been well laid. It rests with the American people in every walk of life to keep building, for each and every contribution today to the common cause will result in a dividend of preparedness tomorrow and a support for the ramparts of freedom.

THE AMERICAN FOREIGN SERVICE JOURNAL

THE NEW DIGEST

(Continued from page 499)

tionals only in China, Morocco, and, to a limited extent, in Egypt) and asylum are the subjects of chapter seven; in the last of the eight chapters the discussion is of the high seas and interoceanic canals.

From my own experience I know that one who reads this Digest will profit and that in advising such course I have given good counsel.

IN MEMORIAM

MILLER—Mrs. Cleo Ewing Miller, wife of Hugh C. Miller, Consul at Yarmouth, died on June 30 at Ashcroft, British Columbia.

SMITH—Mrs. Mabel P. Smith, wife of Donald W. Smith, Foreign Service Officer assigned to the Special Division, died on June 18 in Washington, D. C.

MARRIAGES

RENCHARD—STAPLETON. Miss Stellita Stapleton and Mr. George W. Renchard were married on April 19 in Washington, D. C. Mr. Renchard is assigned to the Secretary's office.

THE BOOKSHELF

(Continued from page 509)

years it will mean a war between us and some one of the great continental European nations, unless we are content to abandon the Monroe Doctrine for South America" (p. 209).

These words of forty years ago have a singularly contemporaneous ring today.

ROBERT B. STEWART.

DEMOCRACY'S BATTLE, by Francis Williams, The Viking Press, New York, 1941, 324 pp. \$2.75.

In the present conflict of opposing philosophies of government, it is well that we remind ourselves of the sources from which that conflict has sprung. *Democracy's Battle* by Francis Williams serves a useful purpose by interestingly outlining the historical background of the present world struggle. The challenge to democracy obviously consisted of the new triple alliance of Communism, Fascism, and Nazism, "weird sisters" in a war-weary world born of a common parentage of futile national governments and ambitious opportunist leadership under the spell of mass anxiety and the lash of implacable and narrow-visaged international relationships. Thus out of the theory of racial supremacy in Germany, of intense nationalism in Italy, and of the ultimate class warfare in Russia, has grown the present struggle which challenges democracy today.

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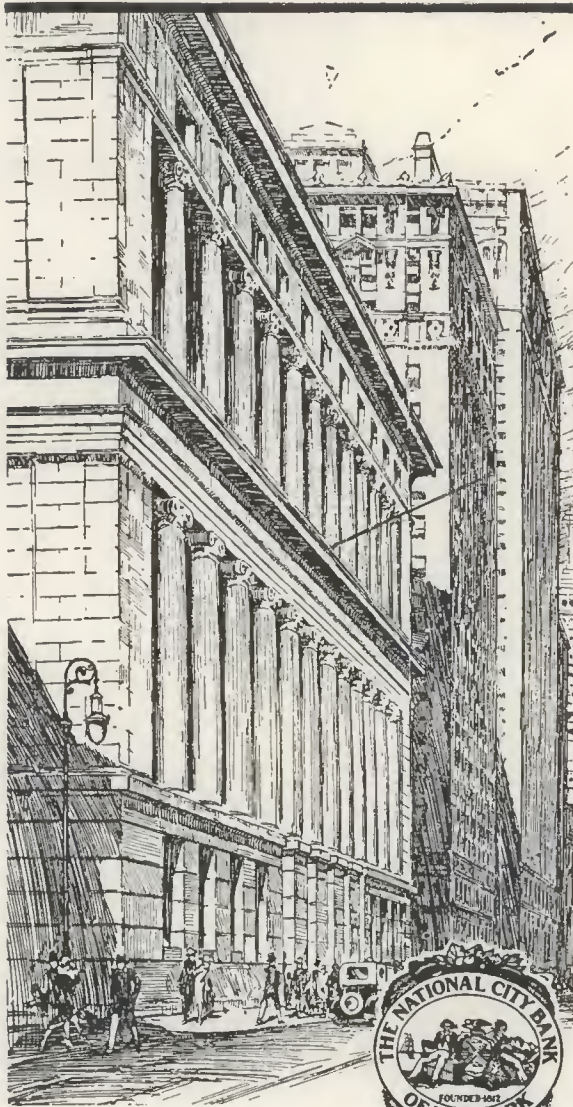
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It only remains to be recalled that the present unhappy outgrowth of this fortuitous alliance now partially disrupted was intensified by the abnormalities of the late 1920's which turned a "jovial hurdy-gurdy of a world" into the despair of depression and disaster intensified by the fine disregard of "that interdependence of nations which statesmen have * * * so persistently refused to recognize in their journeys between wars."

Against the postwar background of turmoil and fear in Germany, Italy, and Russia, Hitler, and to a lesser degree, Mussolini and Lenin appeared dramatically to supply a leadership which had been so sadly lacking. Now against a backdrop of bloody aggression and individual eclipse a new civilization stands forth as the hope of men everywhere. If Mr. Williams, in the early part of his treatise, is somewhat too liberal in his visualization of the idealistic freedom of man and consequently too skeptical of the place of the State as a necessary restraining force to that freedom, he may well be pardoned. Out of the present welter, his distant view is an inspiring one and affords a worthy goal for some of humanity's best ambitions. Nevertheless, he tempers his vision with a terribly realistic description of social and economic inequalities in Britain and a pointed reminder of the actual economic relief to the individual afforded by Germany and Russia albeit at the purchase price of personal freedom. The post war objective of democracy must, therefore, be to offer to men and women "a place in society, but without the sacrifice of individual liberty."

After having arrived at these general and worldwide conclusions, the author devotes himself particularly to the British democracy. He describes interestingly, if somewhat ironically, the ruling oligarchy of hereditary aristocrats, land owners, bankers, financiers, and industrialists, the innate snobbery of the common people, the emotional appeal of the royal family as the rallying point of the State and the constitutional and democratic framework of the labor party. Admitting that Mr. Williams' purpose is to bare the frailties of British democracy in order that there may be accomplished the reforms necessary to compete with threatening ideologies, it must be confessed that he paints a rather terrifying picture of British educational processes. Little less discouraging is his appraisal of the Church, an appraisal which admits the need for a "voice of the soul of men" but which fails even to recognize seriously the spiritual values of Christianity. The Press of Britain also comes in for severe criticism for its limited contribution to national thinking, mostly of the ruling class, and its extensive reliance on sensationalism and entertainment for the masses. Mr. Williams is doubtless



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Mr. Johnston treats each type of aircraft separately and discusses in chronological order, accompanied by a profusion of photographs and illustrations, the entire history of its development from the earliest known attempts to get it off the ground—and incidentally to bring it back to earth gently and in one piece. After bringing the development of a particular type of aircraft up to the present time step by step, or it might be said, picture by picture, the author gives his views concerning the future possibilities for its further development. However, I think the chief criticism of this book is found in the confusion which is experienced in following the development of one type of aircraft from its beginning down to the present day and then having to go back to the same period, and, in any instances the same pioneers, to develop chronologically another variation of a slightly different type of aircraft.

A particularly interesting section of this book is the one relating to the discussion of airplanes at war, showing how the intensive development of 1914-1918 tremendously changed the complexion and capabilities of the airplane. In fact, Mr. Johnston states that with the outbreak of hostilities in 1914 the airplane had at last found jobs to do. As a result of the lessons of 1914-18 each country has undertaken to organize its air force along the lines most suited to its geographical needs and tactical requirements. The pages devoted to aerial warfare contain many interesting photographs comparing the planes used in World War I with those now used by the R.A.F. and the German Luftwaffe. In regard to the question of air superiority, I think Mr. Johnston straddles this by including an equal number of photographs of both British and German planes.

In bringing to a close what he terms a graphic "record of man's long struggle toward the stars," Mr. Johnston, who is Coordinator of Research of the National Advisory Committee for Aeronautics, predicts that aviation will make even greater strides in the future as a result of the magnificent efforts of the thousands of highly trained technicians in the great aeronautical research laboratories of Göttingen, at Guidonia, at Farnborough and at our own Langley Field.

After reading Mr. Johnston's history of the airplane it is not difficult to agree with his closing sentence that "no other vehicle ever invented has had such possibilities of affording to man—*Horizons Unlimited.*"

J. RUSSELL YOUNG.

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