

The **AMERICAN FOREIGN SERVICE JOURNAL**

VOL. 20, NO. 1

JANUARY, 1943





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JANUARY, 1943

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Electric Arc Welders in Safety Masks.
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JANUARY, 1943

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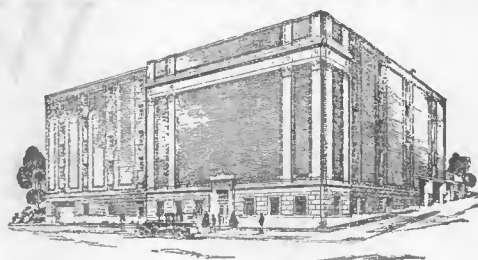
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A YEAR AGO, our country faced the most critical situation in its history. Traditionally a land of peace, it had been forced into a merciless war without warning, without trained men and without adequate equipment. In every part of the world we and our allies were fighting with our backs to the wall, hard-pressed to stem a rising tide of tyranny and oppression unequaled in the annals of time.

Today, it is a different story. Everywhere in this global war the forces of liberty and justice are on the march. The balance of power has shifted. In just one year, the miracle of American production has equaled and surpassed the huge reserves of planes and ships, tanks and guns which our enemies had accumulated during more than a decade of producing implements of war.

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THE AMERICAN FOREIGN SERVICE JOURNAL

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WASHINGTON, D. C.

JANUARY, 1943

Total Mobilization for War

By ERNEST K. LINDLEY

RECENTLY I visited Detroit for the first time in ten months. At the end of January, 1942, the last automobiles for the duration were coming off the assembly lines and the industry was beginning its total conversion to war production. It was already making implements of war but it had piled that work on top of a large output of cars and trucks for civilian use. A complete switch-over for an industry so highly specialized presented many formidable problems. The resolution of managers and engineers was mingled with many honest misgivings as to the speed and thoroughness with which they could accomplish the task. They doubted that many of the machine tools expressly designed to make automobiles could be converted to other purposes. And many of the workers, too, were uneasy. Most of them had to train for new jobs, and hundreds of thousands of them faced temporary lay-offs—lay-offs which in some cases promised to last for several months while entire factories were reorganized and re-equipped.

Ten months later, in December, the atmosphere

of Detroit had been transformed. The conversion to war production was completed more rapidly than either managers or workers had dared hope. The automobile industry as a whole was already employing 930,000 men and women—170,000 more than at its peacetime peak. During the first eleven months of 1942, it delivered munitions and implements of war worth more than \$4,000,000,000, and in December it was producing at an annual rate of \$6,000,000,000.

These overall figures reflect the success of the engineers and production men in applying mass production methods to an astonishing variety of the implements of war. The key to mass production is machines—machines which will make parts which are exactly the right size down to the last minute fraction of an inch, so that no hand finishing or fitting is necessary. Before the manufacture of a new article can begin, the machines must be made and adjusted and assembled in the right proportions, and the workers must be trained to use them. The preparations

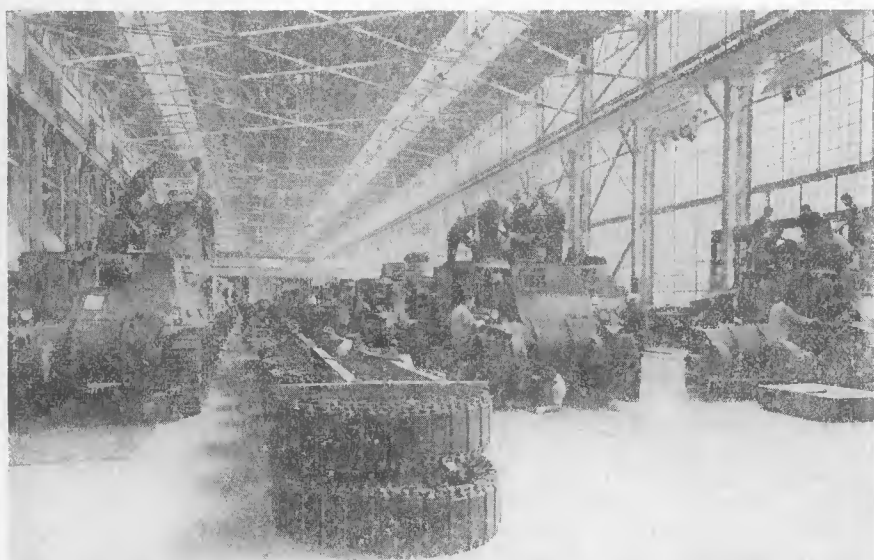
ERNEST K. LINDLEY, the author of this article, is noted as a Washington newspaper correspondent, radio commentator, and Chief of the Washington Bureau of *Newsweek Magazine*. Mr. Lindley is the co-author, with Forrest Davis, of one of the best sellers "How War Came."

are extremely intricate. As a result, mass production is slower in getting started than production relying more heavily on hand work. But once the whole elaborate mechanism begins to roll, the output justifies the phrase mass production.

Happily, when the automobile engineers and production men put their minds to the task, they found ways of readjusting and fitting for war work most of the machine tools which they already had. One company had in all its plants about 75,000 machine tools. Fifty thousand of those have been converted to war production, and 35,000 new ones added. The automobile engineers have also worked out numberless short-cuts in manufacture. For example, the first Bofors anti-aircraft gun made in this country required about 450 hours to assemble. Now the time has been cut to 14 hours. Several types of quick firing guns are made entirely by machine. Hand finishing has been eliminated. The automobile industry also found it less difficult than it imagined to train or retrain workers to handle precision tools. Thousands of former painters, upholsterers, and wood-workers have become machine operators. I was struck especially by a man with graying hair who was machining a tiny brass part

for a revolving gun turret—a part which had to be exact within three ten-thousandths of an inch. He was a Pole by birth who had come to this country as a young man and grown up with the automobile industry—but as a painter. Last May, at the age of 60, he went to a training school and learned how to operate this machine tool. Many women, also, are at work in the Detroit factories. About one worker in four is now a woman, as against one in twenty a year ago—and by this time next year probably half will be women.

The total war production of the Detroit area, like that of the United States as a whole, will continue to rise throughout 1943 and, if necessary, it can be pushed still higher in 1944. But, owing to improved methods, the number of workers and machines needed for a given output is smaller than was originally estimated. Along certain lines, the progress already made is so rapid that too much is being produced. Plans to build or expand various factories are being canceled—because they will not be needed. And the output of some plants already in operation must be reduced. This is partly because the changing fortunes of war make other items more important—but partly also because the



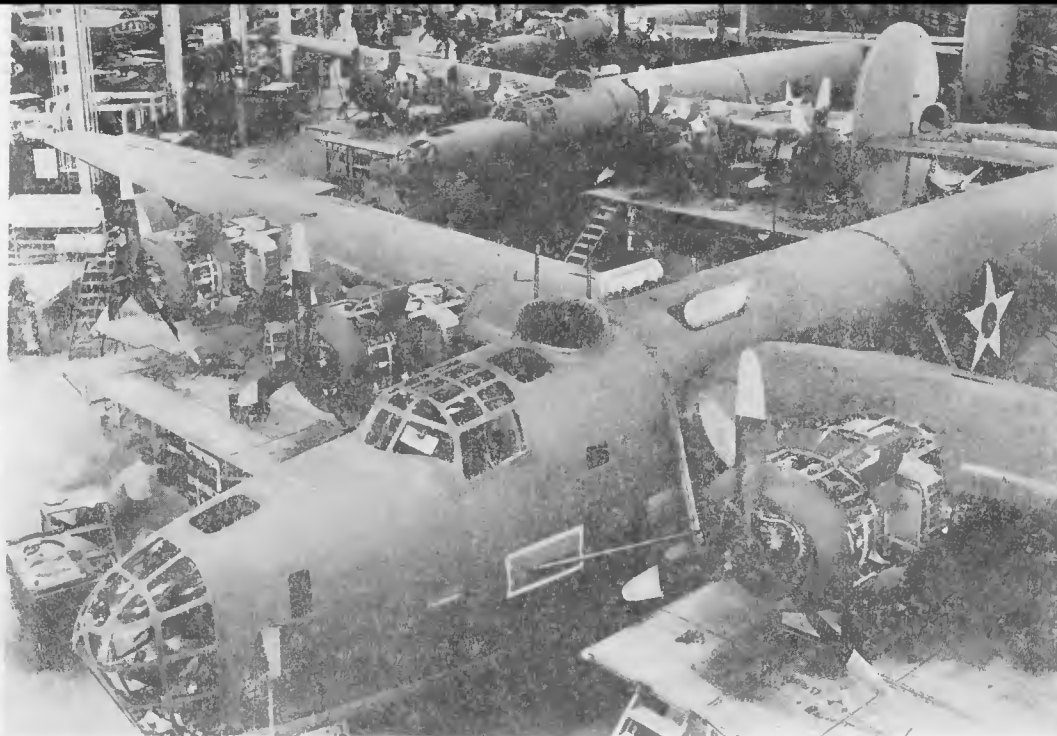
First picture of huge M-3 tanks coming off three assembly lines at Chrysler Corporation's Tank Arsenal in Michigan. In this, America's largest Tank Arsenal, a corn field less than a year ago, these 28-ton monsters are now being produced daily in ever increasing volume way ahead of their original schedule. The 75-millimeter cannons are yet to be installed in their mountings. In the foreground can be seen piles of tank tracks to be put on other tanks as they come down the lines. When these tanks leave these lines, they are given a 75-mile run-in test after which they are put through a final inspection and turned over to the Army "ready for combat."



Tuning up half-track scout cars in the White Motor Co. plant, June, 1941.

**Assembly line of the
Consolidated Aircraft
Corporation**

Official photograph
U. S. Army Air Forces



output of existing facilities is running ahead of estimates and immediate needs.

The most arresting spectacle in the Detroit area is Mr. Henry Ford's bomber plant at Willow Run. This particular plant has received far more publicity than is warranted by its importance in the American production scheme. This is perhaps chiefly due to Ford's world-wide reputation as a pioneer of mass production and to his flair for the dramatic. Willow Run is the most complete effort to apply mass production methods to the making of a large airplane—specifically, the Consolidated Liberator. Whether that was practicable was widely doubted a year and a half ago when Mr. Ford embarked on his undertaking. As there are more than 500,000 parts in a Liberator, in addition to some 700,000 rivets, it has taken Mr. Ford quite a while to prepare the machine tools and otherwise to organize his enterprise. Meanwhile other manufacturers have forged ahead with actual output, drawing on mass production methods, although not to the extent planned by Mr. Ford. Willow Run began to make parts a year ago and for some months has been assembling whole sections of planes which are shipped elsewhere for final assembly. But Willow Run is now operating completely from one end to the other, as Mr. Ford planned, with the raw materials coming in at one end and the bombers moving off the assembly lines from the other—complete with engines, turrets, and guns and all other equipment in place and ready to be flown away. However, it may be the last quarter of next year before the output of Willow Run attains

Mr. Ford's goal. The plant itself is a marvel of intricate machinery, and immense conveyor belts and 150-foot sliding cranes. One complex machine, some 70 feet long and 25 feet high, does all the milling on the huge center section of the wing in one operation—completing in less than an hour what otherwise would require twelve separate machines and several days. The last half mile of the plant is especially fascinating—this is the final assembly line where the separate sections of the plane are joined together and the engines and turrets with their guns dropped methodically into place. But against the dimensions of the building, the Liberators—measuring 110 feet from wing tip to wing tip and 66 feet in length—seemed hardly larger than fighter planes.

American war production has not reached, in all categories, the numerical goals set by President Roosevelt at the beginning of 1942—goals which the Axis radio described at the time as "fantastic." This is partly due to shifts in plans, as in the decision to make fewer small airplanes and more larger ones. But by and large, the American war production problem has been solved—in the sense that plants have been built and equipped or converted, and methods tested and improved to the point that the way ahead is clear. Several million more workers will be brought into the factories and shipyards during the coming year—and still others must be trained to replace men drawn into the armed services. But, as a rule, these new workers

(Continued on page 42)

JERUSALEM AT NEW YEAR'S—1942

Photographs by Muwim Abdul Hadi, Interpreter, American Consulate General, Jerusalem



Section of the Old City of Jerusalem under snow. Upper right can be seen the dome of the Church of the Holy Sepulchre. The tree in the centre foreground is on the Via Dolorosa, the street running from Christ's Prison to Calvary. That street on which Christ walked to crucifixion cannot be easily traced, but it is entirely in this picture. Not far from the tree is Christ's Prison and Calvary is in the site sanctified by the Church of the Holy Sepulchre.



The Dome of the Rock. Originally built in the 8th century, this mosque is one of the most splendid examples of Arab architecture. The mosque stands on the Hill of Morea in the ancient Temple Area. Under the dome is the rock on which, tradition says, Abraham intended to sacrifice his son. On that rock also stood the Holy of Holies of the ancient Jewish Temple. This area is now entirely Moslem and Jews are strictly excluded from it. On the steps is standing a sheikh, or Mohammedan ecclesiast.

In Memoriam

The following statement was issued by the Secretary of State on the death of Mr. Charles B. Hosmer:

It is with a feeling of deep personal grief that I announce the death at Harriman, Tennessee, on November 16, of Mr. Charles B. Hosmer, a Foreign Service Officer of Class I, who, during the previous year, had been detailed as an Inspector in the Western Hemisphere. He was one of the Department's ablest officers and his record was one of outstanding public service. In addition, he was a personal friend whose counsel and aid I valued highly.

Mr. Hosmer recently returned to the United States from Mexico and was spending a few days of leave with his family in Tennessee when he was stricken with a heart attack. His many friends in Washington and abroad will sincerely mourn his loss. By reason of his interest and assistance in furthering all plans designed to improve and strengthen the Foreign Service, he earned both the admiration and the affection of his associates.

The Secretary sent the following telegram to Mrs. Hosmer:

"Mrs. Charles B. Hosmer,
Care J. N. Kelly,
R. F. D. No. 2,
Harriman (Tennessee).

"It is with a feeling of deep personal loss that I have learned of the passing of your distinguished husband who was my friend and associate for many years. He was one of our ablest officers and his record is one of outstanding public service. I shall always be especially grateful for the thoroughly satisfactory way in which he carried out many difficult tasks which I personally assigned to him. Mrs. Hull and I join his countless friends in extending deepest sympathy to you and to the members of the family in your irreparable loss.

CORDELL HULL."



The Late
Chas. B. Hosmer

Mr. Hosmer was born in Hudson, Massachusetts, on July 15, 1889. Following his graduation from the University of Maine, in 1911, he practiced law until his entrance into the Foreign Service in 1919. His career was a distinguished one covering assignments at Habana, Santo Domingo, Sherbrooke, Naples and the Department of State. In the Department he held for several years the position of Chief of the Office of Fiscal and Budget Affairs and, immediately prior to his assignment as Inspector, he was an Executive Assistant to Assistant Secretary of State Long.

Upon the relinquishment of his duties in Washington, an exceptionally high tribute to his ability was paid to him by members of the Foreign Relations and Appropriations Committees of Congress with whom he had been associated in connection with legislation of interest to the Department.

Mr. Hosmer was also active in all Foreign Service organizations; he served as Treasurer of the FOREIGN SERVICE JOURNAL for a number of years and was Vice President of the Foreign Service Association at the time of his death.

The following telegrams were sent to Mrs. Hosmer:

On behalf of the Foreign Service Association I wish to send you our deepest sympathy and condolence in your bereavement. Your husband gained the love and admiration of the entire Foreign Service and his death is a great loss to all of us individually and collectively.

HOWARD K. TRAVERS,
Chairman Executive Committee,
Foreign Service Association.

Your husband was for many years among the staunchest supporters of THE AMERICAN FOREIGN SERVICE JOURNAL, to which he always gave his energies and counsel with unselfish devotion. Our magazine is a memorial to his tireless efforts and sound judgment. The staff sends you its deepest condolences in this great loss for you and for us.

THE AMERICAN FOREIGN SERVICE JOURNAL.

(Continued on page 21)

The Women's Army Auxiliary Corps

THE Women's Army Auxiliary Corps is purely a military service. Its origins lie in military necessity. There are countless duties keeping able-bodied soldiers behind typewriters, desks, supply counters, steering wheels, telephone switchboards and similar jobs in the Services of Supply of the Army, which can be handled by women. Not only can women do the jobs, but in many cases they are better at them by right of training and experience.

Women in other lands have been replacing men in rear-line duties in increasing numbers. The War Department was cognizant of the part American women could take in active participation with the war machine. It was they who spoke for the bill establishing the WAAC.

Chief of Staff, General Marshall, said: "Action which will enable the military establishment to absorb and utilize the proportionate share of the available woman power will contribute materially to the successful accomplishment of the task before us."

Accordingly, the WAAC was organized on May 15 to make available to the Army of the United States the special training, skill and knowledge of the women of the nation. The purpose of the Corps was clearly established—members of the WAAC would undertake non-combatant duties in the rear lines with the Army of the United States in order to release soldiers for combat duty at the fighting front.

On May 16, Mrs. Oveta Culp Hobby, former Chief of the Women's Interest Section of the War Department Bureau of Public Relations, was named Director of the WAAC. Plans were soon underway to establish a strength of 25,000 as authorized by Executive Order. The ultimate strength of the Corps may reach 150,000 as needed and authorized.

Fort Des Moines, an old cavalry post in Des Moines, Iowa, was chosen as the first WAAC Training Center. It opened July 20 with 440 officer candidates and 330 basic auxiliaries. All of these women had enrolled for the duration and not more than six months thereafter to serve whenever they were needed, whether at home or overseas.

The first nine Officer Candidate Schools, the last of which will graduate from Fort Des Moines December 5, were made up of women chosen direct from civilian life. These women, selected from some 20,000 nation-wide applications, were picked

on the basis of comparative skill, training and experience. The quality of leadership was another prime consideration. Once this essential officer nucleus is established, all future officer candidates will come up through the ranks.

In the two months of intensive training which WAAC officers must successfully complete before being commissioned as third officers, the women cover much of the same technical ground taught in any Army O.C.S. programs, with the exception of tactics and weapons. They learn Army Regulations, drill, property accountability, military customs and courtesies, punitive articles of war, military sanitation, First Aid and personal hygiene, defense against air and chemical attack, map reading, mess management, company administration and many other subjects. After graduation, they get additional periods of practical training and understudy in the duties they will perform.

WAAC officers are in full charge of administering the welfare and discipline of the WAAC units they command, and are responsible to the Commanding Officer of the post to which they are attached. In all operational work, members of the WAAC are under Army command. Matters pertaining to assignment, transfer, promotion, rating, discipline, enrollment and discharge, however, are the responsibility of the Director, WAAC, and are handled through WAAC administration. This is because the members of the WAAC are women and, as such, the policies involving their individual well-being necessarily differ somewhat from those prescribed for men.

WAAC officers are assigned to duty on the staff of The Commanding General in each Service Command, as the chief representative of the Director in that area. Other officer assignments to date are to staff and faculty at the Training Centers, Recruiting Service, Officer cadres for future units going into the field, Staff at WAAC Headquarters in Washington and to Army Officer Training Schools for further instruction in specialized subjects they will teach.

The ranks of WAAC officers begin at Third Officer, whose Army equivalent is a second lieutenant, and rise through Second Officer, First Officer, Field Director, Assistant Director to the Director, who wears the silver eagles of the Army rank of full colonel.

The conditions of entry into the WAAC are

democratic and military in point of view. Any woman who is an American citizen between 21 and 45 and without dependents, if she is of good health, sound mind, and excellent character, is eligible for enrollment in the WAAC. She must pass a physical examination and a mental alertness test, but there are no other requirements of educational attainments. Recruiting is not done on a vocational basis, but since the aim of the WAAC is one of replacement, any woman with definite training is almost sure to be classified for the job to which she is best fitted.

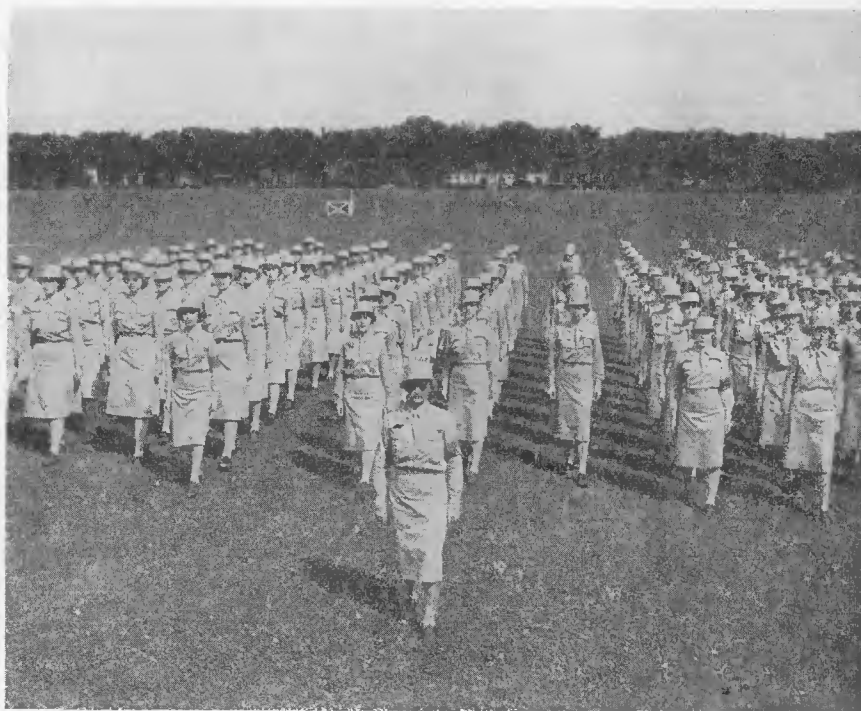
The enrolled members of the WAAC, like the officers, have been put on a new status since the passage of a bill on October 26 which equalized the rate of pay of Waacs with that of the Army. Formerly the pay and allowances of the WAAC were on the same basis as the old Army pay schedule. Enlisted members of the WAAC now have seven grades:

WAAC Rank

1st Leader
Technical Leader
Staff Leader
Leader
Jr. Leader
Auxiliary (1st Class)
Auxiliary

Equivalent Army Rank

Master Sergeant
Technical Sergeant
Staff Sergeant
Sergeant
Corporal
Private (1st Class)
Private



Photos U. S. Army Signal Corps

In the two months of intensive training which WAAC officers must successfully complete before commissioned as third officers, the women cover much of the same technical ground taught in any Army O.C.S. programs, with the exception of tactics and weapons.



Enrolled members will now be trained both at Fort Des Moines and at the Second Training Center opening December 1 at Daytona Beach, Florida, where some eighty-five hotels and apartment houses have been leased by the War Department. The auxiliary gets four weeks basic training during which she is taught the elements of military customs and courtesies, drill, WAAC and Army Regulations, map reading, defense against air and chemical attack and other subjects to orient and indoctrinate her toward army life.

After she has completed basic training, the auxiliary may be immediately assigned to duty or sent on to Specialist Schools, according to the results of the aptitude tests she takes. Specialist Schools now in operation are for Administration, Motor Transportation, Cooks and Bakers, and Radio Operators and Mechanics. Non Commissioned Officer Schools are being organized for both training centers.

In order to do an effective job of replacement, the Waacs have had to begin with the duties they could assume in the greatest numbers. These have proven to be the great mass of paper work which the administration of a huge army entails, clerical, typist and stenographic jobs, motor transportation work and communications duties. The cooks and bakers are solely to implement the self-sustaining personnel of the WAAC at this time. Each Training Center is growing to be entirely self-sufficient, and it is contemplated that such Army officers and personnel as are required for staff and faculty will soon be almost entirely replaced by Waacs. Each WAAC unit going into the field will have separate barracks, mess and recreational facilities, and will be self-staffed.

Supply for the WAAC is effected through the regular Army channels except for uniforms, which are issued at the Training Centers and replaced through requisition to five central supply depots in the country.

The uniforms designed by the Army Quartermaster Corps consist of regulation Army khaki for summer and olive drab for winter. They are fashioned along smart military lines. All necessary clothing, including coats and accessories, is part of the issue. Full equipment for all duties is provided. The insignia of the Corps, the head of Pallas Athene, goddess of wisdom and victory, is worn on the coat lapels.

Full medical care is available to Waacs under the supervision of The Surgeon General who is even now appointing surgeons to serve with the WAAC. These women surgeons undergo a month of orientation training before being commissioned as medical

officers in the WAAC to supplement existing Army medical personnel.

Every provision for the welfare and well-being of the women of the WAAC is carefully considered. The meals are tasty and well-balanced—WAAC cooks, bakers, dietitians, mess sergeants and mess officers see to that. The accommodations are comfortable and conform to standard plans and specifications, similar to those for Army personnel with some special provisions in minor detail. Day rooms and recreation halls take care of the Waacs' leisure hours. Recreational activities ranging from athletics to entertainments are offered.

The company is the largest WAAC unit contemplated at present. Several types of company are in formation. Post Headquarters units will be attached to Ground and Air Forces posts, camps and stations. Aircraft Warning Service units will be attached to the Fighter Commands.

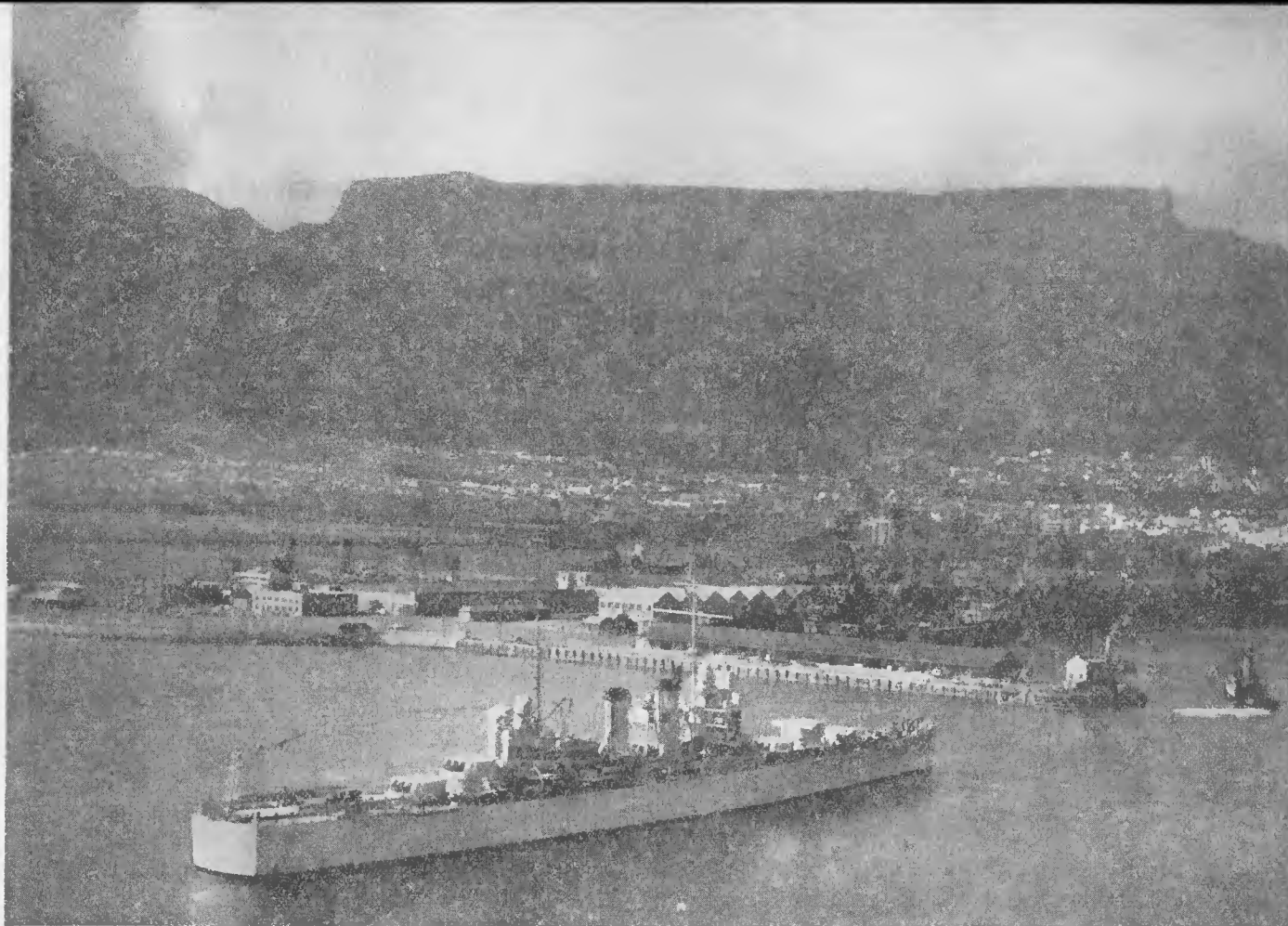
Each company is composed of several platoons, among which is the all-important headquarters platoon, consisting of the mess, supply sergeant and company clerk to the all-important cooks and bakers, the service platoon for motor transportation, the clerical platoon for administration, the signal platoon for telephonic, telegraphic, and radio communications, and the miscellaneous platoon to help staff post-exchanges, theatres and libraries.

The average Post Headquarters company will number 150 enrolled members and 3 officers. But both the size and the make-up of a company is entirely flexible and may vary according to the needs of the Army Command requisitioning it. In other words, the company does not need to include each platoon listed on the Table of Organization, but may have double the number of clerks or motor transport personnel, as required for the interests of military efficiency. As long as the self-sustaining headquarters platoon is present the company may have any combination of other platoons.

WAAC units are taking to the field. Detachments have already gone out. A.W.S. groups are helping staff the Information and Filter Centers of the First Fighter Command. In addition to two detachments going to Washington November 1, November will see the first full companies in the field. Two companies of negro Waacs will report to Fort Huachuca in Arizona on November 16. By the end of the month, three Post Headquarters companies will take up duty with the Army. In December, they will be going out from Fort Des Moines at the rate of four companies a week.

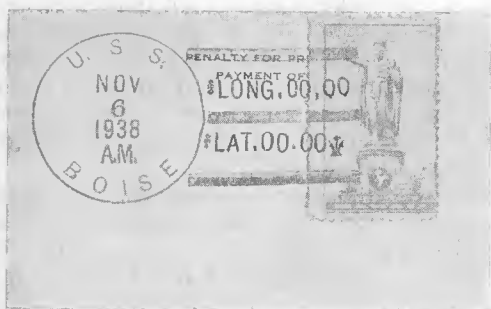
"This is only a beginning," Director Hobby says. "No one who has seen the women of the Corps can doubt that the Waacs will prove the effectiveness

(Continued on page 45)



The U.S.S. *Boise* is again in the news, and how! On October 11th, on duty in the Pacific, when several Jap ships were sighted, the Captain asked the lookout, "How many ships have you spotted?" "Six," replied the latter. "Well, pick out the biggest," said the skipper. When the smoke of battle was over, 27 minutes later, six enemy warships had been sunk.

The above photograph was taken at Capetown during the vessel's shakedown cruise to Liberia and the Union of South Africa when it participated in the ceremonies incident to the dedication of the site of the new Legation at Monrovia. (See the February, 1939, issue of the *Journal*.)



On that journey the *Boise* went slightly out of her course to pass through a spot in the Atlantic Ocean seldom visited by man. At the intersection of Latitude 0°—Longitude 0°, the point where the meridian of Greenwich (to which civil time is referred) crosses the Equator, the ship's post office accepted mail and stamped it with the cancelation mark portrayed in the accompanying illustration.

Motoring Overland From Guatemala to Washington

By LINDA TAYS DUNN*

THE recent inauguration of the international railway bridge over the Suchiate River between Guatemala and Mexico has focused attention on the overland, submarine-proof route from Central America to Mexico and the United States. I may not be the only woman who has ever driven an automobile over this route, but certainly there can't be very many others of my sex who have done so. Of course I didn't drive every bit of the entire distance, because the Inter-American Highway between Guatemala and Central Mexico is not yet completed, but I did negotiate personally 3,000 of the 3,500 odd miles between Guatemala City and Washington, the only gap being the 500 miles from Tapachula to Vera Cruz, Mexico, which was covered by "train ferry" over the tropical jungles.

You might well ask, why make a hard, tiresome journey by motor car from Guatemala to Washington when one can fly the entire distance in an even twenty-four hours? Most service wives will know the answer. My husband's sudden assignment to the Department, lack of shipping space for automobiles and household effects on such ships as were still available on Caribbean waters, and other personal considerations, easily swung the pendulum. It seems to be a time-honored custom in our family, anyway, that when a transfer occurs, the men go ahead, usually by air, leaving the women folks to bring up the rear, in an ox-cart if nothing better offers, after struggling with the packing and moving problems. So Father and young son journeyed up by air, leaving mother and daughter, a Guatemalan maid, and "Looie," the Dachshund, to follow in the car with innumerable pieces of baggage.

After several hectic weeks of selling off some furniture, packing, and "despedida" parties, the day for our departure dawned. At the final farewell gathering of the night before, our combination house boy and chauffeur José, who had agreed to drive me over the Mexican border at least as far as Tapachula, went on a "binge," something he had never done during all the time he had worked for us. At a late hour I had indignantly bade him goodbye and told him I would drive myself, hoping

all the while, however, that he would really show up. Came 6 a.m., and no José. The young son had to be taken to the airport to catch his plane, the maid and the dog had to be picked up, and no chauffeur yet in sight. So it was up to me to make good my threat. It was with much inward dread and trepidation that I made the start out of Guatemala City, for although I had taken many trips over the mountainous roads of Guatemala, I had done little driving there myself.

Fortunately we had a companion car, driven by a young American aviator, who was going back home for a visit. As he had never made the trip by land, he asked that I lead the way, but it was more like "blind leading the blind" than anything else. We were in the midst of the rainy season, and the effects of the big earthquake in August were still visible in spots, although the worst slides had as usual been cleared up promptly by President Ubico's efficient highway department.

The day could hardly have begun more unpropitiously, but it turned out to be a beautiful one. Our destination that night was Quezaltenango, the second city of Guatemala, and some 210 kilometers from the capital. As the experienced know, this is a fairly good day's drive over steep, winding mountain roads. We chose the Lake Atitlan route in order to enjoy once more its scenic beauties. The roads were all gravel ones, in many places quite narrow, and with sharp hairpin curves which have thrilled countless tourists during recent years. The scenery is superb, as one range of mountains after another is reached. The majestic volcanoes of Agua, Fuego and Acatenango, the last 12,000 feet high, are soon left behind, and those surrounding Lake Atitlan loomed in view. It was quite warm at the Lake, and its resemblance to Lake Como was never more striking. We had luncheon at one of the hotels, and were impressed by the complete absence of tourists, who in normal times are swarming all over the place.

If we were to make Quezaltenango by evening, we had to be getting on, so we reluctantly headed for Sololá, a small town perched on top of the rim of mountains surrounding the Lake. An abrupt turn to the left, and we began the sharp ascent from the Lake. Strange to say, our young aviator friend had

*Wife of Dr. William E. Dunn, Foreign Service Officer assigned to the Department of State.

**Lake
Atitlán**

Photos by
Walter F. Boyle



**QUEZAL-
TENANGO**

A dry crossing
after a rainy
season cloud-
burst.



forgotten to adjust the carburetor of his car to Guatemala's altitudes, and it was only with great difficulty that he made the grade. Luckily there was little traffic, due in large part to gas rationing, for Guatemala is cooperating in the war effort in this and many other ways. We made good time, considering the steep grades and curves. We drove through rain-drenched forests smelling sweet and "piney" from the "cumbre" (summit) of 9,000 feet to Quezaltenango's 6,800 feet just as the city's lights were beginning to twinkle in the distance, and so to the Hotel Recreo. Here we obtained very decent beds and meals, including the very welcome feature of "Curaçao" hot water bottles in the beds, not to mention the open fireplaces, since Quezaltenango seems to be about the coldest place in Guatemala at night.

Quezaltenango in pre-Spanish times was the seat of a mighty Mayan-Quiché empire, and it was from here that Alvarado won the decisive battle which conquered Guatemala for the Spanish Crown. Few vestiges of this vanished civilization are left for the visitor to admire, but if one has time one may go to the various fine thermal baths which spout from the furnaces of the surrounding volcanoes, or visit the local textile factories, or frequent the lively market place where one can see some of the most picturesque and gaily dressed Indians of the republic. It is also rumored that the now semi-fabulous Quetzal bird, from which the city derives its name, can still be found on the high slopes of the adjacent volcanoes.

There was no time to revisit these various attractions, however, and early the next morning we left for Tapachula, Mexico, via the towns of San Marcos and Malacatán before crossing the border at the famous Talismán bridge. This part of Guatemala seems to be more thickly populated than the rest, and there were many groups of children and grown-ups who would shout with laughter at the sight of our little dachshund riding along, his long ears flapping and snapping in the wind. "Looie" caused the same sensation here that he did on practically all the rest of the journey, as few people, especially in either Guatemala or Mexico, had apparently ever seen his breed of dog before. He never failed to get attention, and was easily the most popular member of our party.

After leaving San Marcos we really began to descend, the road going down, down, down, with short curves, and steep grades which necessitated the use of the brakes all the way even with the car in low gear. The air began to feel warm and moist. The scenery was grand, and we thought we could almost see the Pacific Ocean. We finally made Malacatán in time for lunch and discovered that we had descended 7,000 feet in 20 kilometers.

This part of Guatemala also has a great many fine coffee "fincas" or plantations, quite a few of them owned by German nationals. We thought how easy it would be to hide a short-wave transmitting set in those heavily timbered mountain farms. But here again the vigilance of the Guatemalan authorities may be relied upon to guard against Axis activities.

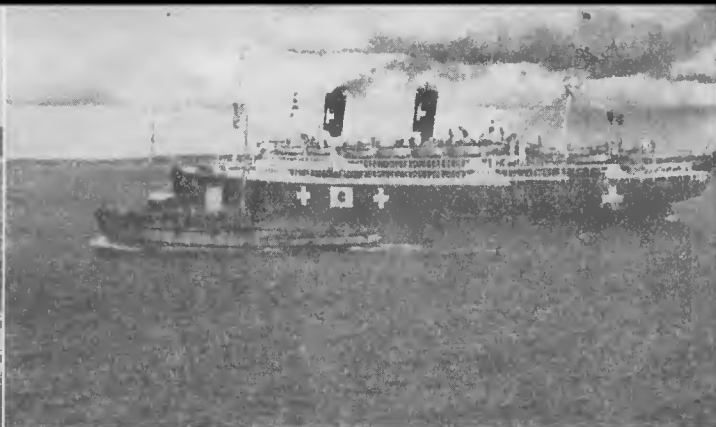
Once we reached Malacatán, we felt that we were virtually at Tapachula, as it is only 30 kilometers farther, and all plain sailing. There are no more mountains from here on, and while the mud can be troublesome, we were lucky and escaped any down-pour. Just before reaching the border, we came to the customs house of El Cármen, where we were shown every courtesy by the Guatemalan officials. We then went down a short, steep hill, and came to the Suchiate River banks, where we had to pass the immigration authorities before crossing on to Mexican soil.

As we drove over the wide, modern Talisman bridge, I thought how different this journey across the Suchiate was from the one I had made two years previously when I went all the way by rail from Guatemala to Mexico City. How well I still remember that walk from Ayutla, the terminal of the Guatemalan railway, across the river to the town of Suchiate on the Mexican side. This was of course before the new bridge, recently inaugurated, had been rebuilt. Plane-shy as ever, I had traveled with our Minister and my husband on an inspection trip from the capital, to continue alone by rail to Mexico City. First I walked an endless mile or so from the railway station in Ayutla to the river's edge, in sand up to my ankles, then crossed the Suchiate on the narrow foot-bridge which was always erected during the dry season. On reaching the Mexican side, I had to walk through more deep sand for another mile before reaching the rather dilapidated and "menos malo" hostelry in this little frontier town. Spending a hot, moist and "mosquitero" night, I boarded the train for Tapachula, and thence to Vera Cruz and the City of the Aztecs. Returning via the same route to Guatemala a few weeks later, I had reached Suchiate at 1 a.m., found the foot-bridge had been taken down because of the high water, and was rowed over in a small boat with my suit-cases and bundles. How different this all-rail trip will now be, with the completion of the railway bridge across the river. It unites the two railway systems of Mexico and Guatemala, thus providing a through overland route which should be of incalculable benefit to both countries as well as to the other Central American countries further south.

(Continued on page 45)



Frederick D. Hunt and Charles S. Millet, former Vice Consuls at Shanghai, on board the *Gripsholm* at Lourenco Marques.



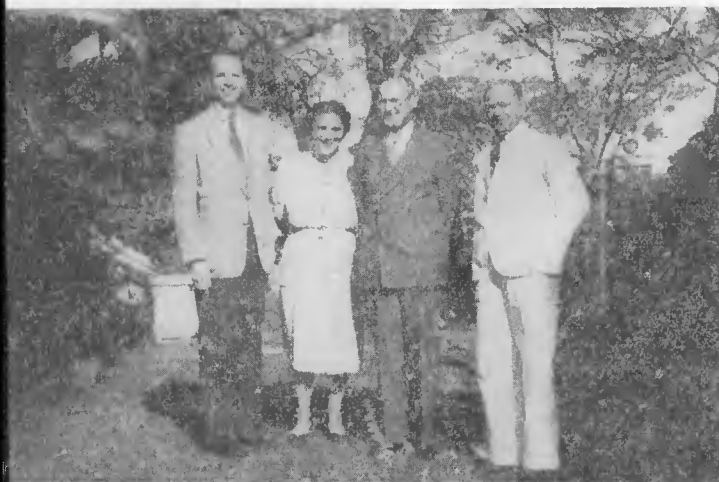
The S.S. *Conte Verde* in the harbor of Lourenco Marques.



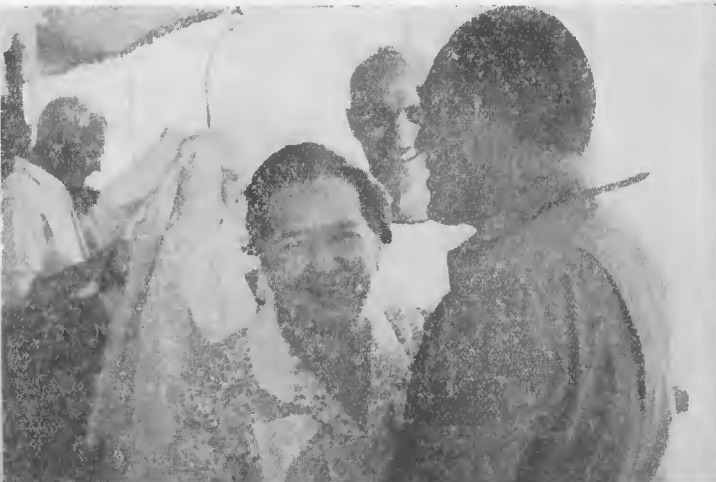
Tea time aboard the *Conte Verde*. Left to right: Dr. Parsons, a Canadian, Hilda Anderson of the Nanking Embassy, Mrs. Lockhart and Consul General Lockhart from Shanghai.

At Lourenco Marques

Staff of the Consulate at Lourenco Marques, October 16, 1942. Left to right: Vice Consul Hunt, Mrs. Valados Peto, Consul Austin R. Preston, José Faria.



Aboard the *Conte Verde*, as she passed through the Sunda Straits, Monroe Hall (right) tells an amusing story to Mrs. Lockhart, and Vice Consul Freeman. To the extreme left may be seen Consul General Clarence Spiker from Hankow.



United States Information Center

MOST of the work of the Office of War Information, in keeping with its pledge "to give the people a clear, complete and accurate picture" of the war effort is naturally accomplished through publications, releases, motion pictures and the radio. Yet not a small phase of its operations is a direct contact with the individual citizen through its U. S. Information Center, a service provided by OWI's Bureau of Special Operations.

The Center—which carries on the functions which the U. S. Information Service has performed for eight years in Washington—operates on the premise that in the present emergency businessmen and other citizens should have a comprehensive service within their Government to aid with questions and problems which are incident to the readjustment from a peacetime to a wartime economy. Many needs in this connection are simple, and the Center can satisfy them serving in its capacity as an up-to-the-minute directory of government. On the other hand, a group of Staff Specialists stationed within the Center, help to analyze difficult problems in the field of procurement, priorities, contracts and ra-

tioning. More than 6,000 individual citizens are served daily by the Center. Many who have come to Washington use its counter service. Others make their requests by letter. The Center also does a brisk business by both local and long distance telephone.

There seems to be no end to the variety of questions citizens wish to ask their government. A manufacturer of chemicals may ask "Who has charge of the procurement of medical supplies for the War Department?" A large midwest furniture dealer seeking to equip new offices may ask "What branches of the Federal Government are planning to move to Kansas City, Missouri?" A great oil company seeks advice on making proper clearances to send technicians to a foreign country. The Center has learned to expect any type of inquiry that in one way or another concerns federal activities.

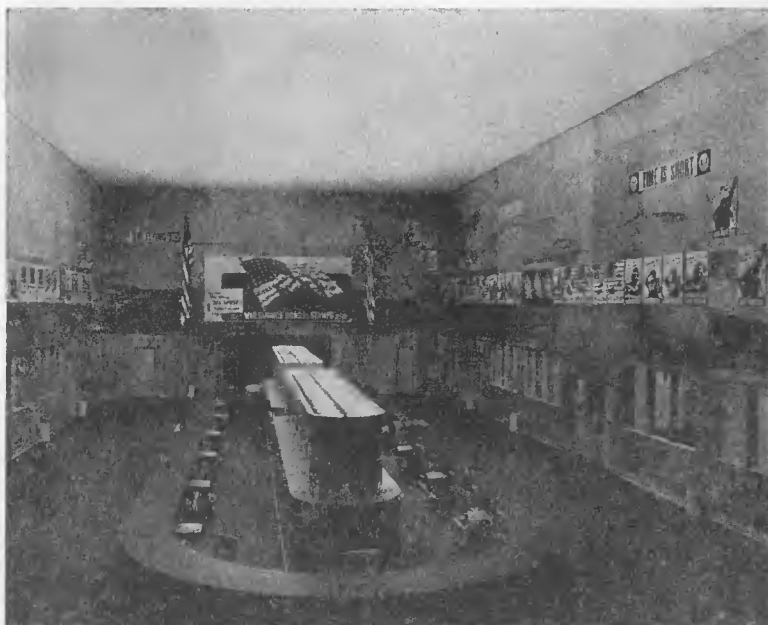
Where do I get a permit to sell military insignia?
What agency is concerned with the growing of vegetables in Mexico for Army needs?

Can I donate the services of my carrier pigeon to the government for the duration?



The United States Information Center fronts on Pennsylvania Avenue between 14th and 15th Streets, N. W. Across E Street is the Department of Commerce. There are public entrances from both Pennsylvania Avenue and E Street. The Center is well served by surface transportation and is convenient to the downtown commercial area which lies just to the north.

Layout of the main information hall, U. S. Information Center, 1400 Pennsylvania Ave., N. W., Washington, D. C.



What government agency has issued a bid for surgeon's gloves?

Where can I obtain figures on illiteracy for the various states?

Where can I get information on the freezing of wages?

I am a Chinese citizen in the United States on a temporary visitors pass. Is it possible for me to take a job with an American firm?

I would like to sell my yacht to the government.

I am a department store manager. Where can I obtain war posters to decorate our war bond and stamps booth?

How can I get a priority to buy rubber boots?

What are the specifications for life rafts of the type used by the Coast Guard?

The President, himself, directed that the U. S. Information Center be established, and the temporary building at Pennsylvania Avenue, between 14th and 15th Streets, which it took over on May 4 of this year, was designed to meet the special needs of its services. The main information hall contains a large oval counter at which a dozen information clerks are stationed. At either side of the hall are the offices for the Staff Specialists. In an adjoining wing, 12 more information clerks handle a thousand incoming telephone calls a day. A small reference library and a large stock room for government posters, publications and press releases are conveniently at hand. The Center also provides working space for the War Housing Center, an information service for soldiers and sailors on leave in

Washington, and recruiting stations for the Coast Guard and Marines.

The Research Unit of the Information Center receives hourly all of the important executive and administrative orders, press releases, and other government publications necessary to keep clerks and specialists currently informed on all departmental and agency policies and functions. A comprehensive file of some 7,000 cards which detail the functions and personnel and procedure of all government agencies is the basis for most of the information given out by the Center staff.

The U. S. Information Center is administered by Miss K. C. Blackburn, Associate Chief of the Bureau of Special Operations. Working directly under Miss Blackburn are Miss Harriet Root, who created the U. S. Information Service in 1934, and Mr. James A. Thomason who guides the work of the Staff Specialists. In planning the Center operation, it was anticipated the bulk of the problems the staff would be called upon to analyze would come from businessmen seeking a way to put their shops, factories, stock piles, abilities, and facilities into the war effort. Consequently many of the men and women chosen to serve as information clerks and Specialists were drawn from the war agencies. There are representatives among the Staff Specialists from the War Production Board, Department of Commerce, National Housing Agency, Office of Price Administration, Federal Works Agency and the Procurement Division of the Treasury. Direct tele-

(Continued on page 41)

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EDITORS' COLUMN

Scarcely observed, among fast moving events in the business of winning the war, an important change has taken place in the Department. This change, precipitated by the present emergency, is of very great significance to the Foreign Service, and quite possibly would not have occurred for years in a normal course of affairs. It is the appearance in the Department, on permanent or temporary assignment, of a far larger number of Foreign Service officers than ever before.

When the principle was first acquired of assigning Foreign Service officers for duty in the Department it was generally assumed in the field that the obvious advantages of service in the Department would be available in turn to the whole field, and it may be supposed that this was the original in-

tention. Owing to budgetary limitations and for a variety of other reasons, matters did not work out according to plan, and prior to the emergency only a relatively small proportion of our members had seen service in the Department. A few officers, on the other hand, were assigned to the Department repeatedly; presumably because on their original assignments they were able to demonstrate their particular usefulness to the Department and thus create a continuing demand for their services. This situation was not satisfactory for the Department or for the field as a whole. The Department was denied the fullest use of the field's expert knowledge and experience, and the Foreign Service was threatened with division into two groups: the group of members having on their records assignments to the Department, and the much larger group of those whose service had been exclusively in the field and who saw little likelihood of ever being brought to the Department.

Circumstances have so far altered this that it is now the smaller group of officers who have not had at least temporary assignments in the Department. This has been valuable to the Department itself, in that it has brought to Washington important sources of expert field knowledge of value to all branches of the Government in the emergency, but it is the effect on the Foreign Service with which we are primarily concerned.

The whole field of Foreign Service officers are in process of becoming initiated into the mysteries of departmental personalities and procedure. They will return to the foreign field with a better understanding than they have ever had of the Department's own problems, and with the assurance that they themselves will be better understood. They will return, moreover, secure in the knowledge that the threat to Service unity, very real but a short time ago, has vanished.

We hope that this whole beneficial change, brought about by circumstances, will endure after the war is won and that for the sake of a more complete understanding of national aims and methods, and of unity of effort, the continuous indoctrination of the whole Service will remain a permanent feature of the administration of the Department and its Foreign Service.

At a meeting of the Electoral College of the American Foreign Service Association on December 17, called for the purpose of electing a Vice President of the Association to replace the late Mr. Charles Hosmer, Mr. Kenneth S. Patton was elected to fill that vacancy.

Mr. Patton is now Consul General at Calcutta.

LETTERS TO THE EDITORS

AMERICAN EMBASSY

Mexico, December 14, 1942.

Henry S. Villard, Esquire,
Chairman, Editorial Board,
The American Foreign Service Journal.

MY DEAR MR. VILLARD:

The news of the untimely and sudden passing of our good friend and colleague, Charles Hosmer, came to all of us here, as I am sure it did to all the members of the Service, as a shock. I had just had the opportunity of seeing him a few weeks before his death here, and he seemed in his usual good health and full of vigor and enthusiasm for his tasks. In him the Service loses, in my opinion, one of its most valuable and constructive and capable officers.

It has been my privilege to serve our Government in the Foreign Service in various capacities for now almost thirty years. It has been a source of personal satisfaction to me to be able to know so great a number of our officers. The Service and its achievements have been a source of pride to me, and Charles Hosmer was one of the men who most helped to make our Service what it is today.

During the three years that I had the opportunity to serve in the Department as an Assistant Secretary of State, Charles Hosmer was one of my most valued and most effective collaborators. During those three years it was possible to continue the work for the improvement of the Service which had been going on for years, and it is only proper to say that much that was accomplished in those three years would not have been possible without the always effective work of our deceased colleague.

The Service owes to him a debt of gratitude which it cannot repay, and there are many of our officers who are not familiar with the extent of the contribution which he made. As I know the space of the JOURNAL would not permit you to publish a letter of any length, I cannot go into detail concerning his service as I know it, but in the honor scroll of the Service his name must be inscribed.

Believe me,

Very sincerely yours,

GEORGE S. MESSERSMITH,
American Ambassador.

(Continued on page 48)

THE JOURNAL IN HEADLINES

GREAT interest has been aroused by the comments in the *New York Times* and other newspapers and magazines on the article "Action in North Africa," which appeared in the December issue of the JOURNAL.

As a result of these comments the JOURNAL has received a flood of requests for copies of the issue containing this article, and many new subscriptions have been entered from outside sources.

The *New York Times* under a Washington dateline of December 8th ran a two-column description of the JOURNAL's article commenting in detail on the story and reprinting it practically in its entirety.

The *St. Louis Post-Dispatch* of December 6 devoted two columns to the JOURNAL's story, and printed a picture of Robert D. Murphy, entitled "Now It Can Be Told—How the U. S., By 'Appeasing' Vichy, Got Facts For Invasion of French Africa." The *Post-Dispatch* article says: "Henry S. Villard, State Department officer who had charge of the North African arrangements here in Washington, has just released his now-it-can-be-told version in the AMERICAN FOREIGN SERVICE JOURNAL. While it is phrased in formal State Department style, the drama of this prelude to the African coup nevertheless comes through. . . . An accompanying editorial in the same issue of the FOREIGN SERVICE JOURNAL for December, just released, states with emphasis that the success of the African invasion proved that 'continued relations with Marshall Pétain's Government were essential.' The editorial refers with sarcasm to those who used the term 'appeasement' to damn the State Department."

The December 14 issue of *Newsweek* under "The Periscope" commented as follows on the JOURNAL article, under the heading "State Department Victory":

"Existence of some important intra-government as well as public objection to the State Department's so-called 'appeasement' policy toward France has just been revealed In its little-read house organ, the FOREIGN SERVICE JOURNAL Opposition last summer caused reduction of U. S. North African food shipments to such a trickle that the Nazis asked Vichy to expel the all-important American trade control officers there. Vichy seemed about to yield when the State Department finally secured a directive from Admiral Leahy which balked further interference."

The comments made in other magazines and newspapers indicate that the JOURNAL has never received such publicity.

News from the Department

By JANE WILSON

Office of Foreign Territories

The most recently established office in the State Department is the Office of Foreign Territories (FT), which is under the European Division. This office will have responsibility for dealing with all non-military matters arising as a result of the military occupation of territories in Europe and North Africa by the armed forces of the United Nations and affecting the interests of the United States.

Under Secretary of Agriculture PAUL APPLEBY has been temporarily loaned by his Department to the Department of State to serve as Special Assistant to Secretary Hull and to assist in the inauguration of the new office of Foreign Territories. SAMUEL REBER, Assistant Chief of the European Division, has been assigned to the office and CHARLES YOST, Assistant Chief of the Division of Special Research, has been detailed temporarily to this work.

There will be close collaboration between GOVERNOR HERBERT LEHMAN, of New York, who has become associated with the Department of State as Director of Foreign Relief and Rehabilitation Operations, and the functions of the Office of Foreign Territories.

Air-Journals

The response of subscribers in the field to the air mail edition of the JOURNAL, which is now sent to all posts in the Eastern Hemisphere, is gratifying to the Editors. From all parts of the world come satisfied comments:

JOSEPH C. SATTERTHWAITE writes from Ankara, "The June number of the JOURNAL, the first of the air mail editions we have received, arrived yesterday. The idea of issuing an airmail number is a very happy one and I congratulate the Editors."

HAROLD SHANTZ writes from Lagos, "I'm more than grateful to whomever began the sending of air-mail copies of the FOREIGN SERVICE JOURNAL. They are a blessing."

ALFRED T. WELLBORN writes on August 29 from Kunming, "Have received the air mail July, 1942, issue. If you can continue to get the JOURNAL out to us by air mail, it certainly will be appreciated."

New Handbook on the Department

A great need has been filled—by WILLIAM GERBER, Assistant to the Chief of the Division of Re-

search and Publication of the Department, who has prepared a handbook, "The Department of State of the United States," outlining just how this country's foreign relations are conducted.

It answers the multitudinous questions posed by those unfamiliar with the workings of the State Department and the Foreign Service—those questions to which we, familiar with the Department, are sometimes unable to reply. The answers are all there.

The Secretary of State has written the foreword in which he states:

"... It follows from the concept of democratic government that a well-informed public is indispensable to governmental efficiency. Moreover, as a natural consequence of the present international crisis, the organizational background of American diplomacy has become a subject of increasing public attention. This pamphlet has accordingly been prepared to meet an evident need. I hope that it will prove a useful handbook setting forth in brief compass, for the information of the many Americans who follow our work with interest, just how this country's foreign relations are conducted."

There is historical background on the Department, its organization, and functions of the various divisions—and there are new ones since the last chart issued by the Department. The relations of the Department with other arms of the Government, as well as an outline of the participation by the United States in the work of international bodies, are clearly brought out. And as an appendix are listed the names of the Presidents of the United States and Secretaries of State from 1789 to date.

This book, of 90 pages and beautifully illustrated (incidentally, a few of the pictures are from the JOURNAL), would seemingly fill the need for requests, often received by our offices abroad from cultural institutes, writers, journalists, teachers and students, for concise information as to the conduct of the foreign relations of the United States. The Division of Research and Publication is prepared to fill reasonable requests from our Foreign Service Officers for copies for official use. They are obtainable by the public for 20c each from the Government Printing Office.

Heard in the Corridors

... EDWARD PAGE, JR., Second Secretary and Consul at Moscow, spent several weeks in Washington in October, having flown to the States with ADMIRAL STANDLEY with whom he planned to return to Russia ...

... JOSEPH F. MCGURK has been designated an Assistant Chief of the Division of American Republics ...

... CONSUL GENERAL KARL DE G. MACVITTY returned in November from his post at Noumea, New Caledonia. He said that the most beautiful parade he ever witnessed was in Noumea on December 8, 1941, at 11 a.m. (December 7 Honolulu time)—every one of the 1,400 Japs on the island marching into internment. Incidentally, he reported that he received his FOREIGN SERVICE JOURNAL about a week or ten days after it was mailed from the Department ...

... THE JOURNAL likes to report the activities of enterprising Foreign Service sons and daughters—ROSEMARY MAKINSON, daughter of Consul General GEORGE A. MAKINSON at Barcelona, doesn't waste a moment during her free time from Wellesley. Last summer she completed a nurses' aide course, and during the winter vacation will take up stenography ...

... Apropos of the JOURNAL's article in November on the War Department's new offices in Arlington, did you hear about the Western Union messenger who got lost in the Pentagon and came out a Lieutenant Colonel? ...

... The Honorable WILLYS R. PECK, former Minister to Thailand, has been designated a Special Assistant in the Division of Cultural Relations ...

... Officers in the Auxiliary Foreign Service are eligible to associate membership in the American Foreign Service Association. They are receiving explanatory letters regarding the Association and the JOURNAL ...

... Vice Consul VERNON L. FLUHARTY's one room office in Medellin has grown and grown and on the first of the year the Consulate will move into the top floor, if you please, of the main building of the town ...

Proper Respect

LAURENCE TAYLOR writes that if there is any question concerning the prestige of the Consular Service in Leopoldville the salutation on an attached letter should clarify the situation. It reads:

A
votre excellence
très révérend Monsieur
le Majestueux
Consul Américain

Inini

Consul GEORGE D. LAMONT writes from Cayenne politely correcting the misuse of the term Inini which was given in this column in the April issue as another name for French Guiana. Mr. LaMont explains that the Colony of French Guiana strictly speaking consists of the coastal plain, whereas the hinterland is known as Inini. For a further description of French Guiana see a forthcoming issue of the JOURNAL which will contain some very excellent photographs of that country taken by Mr. LaMont. We wonder if he sent the photos to take the edge off the correction. In that case, the JOURNAL doesn't regret its error.

Electoral College Ballots

Word has come from several members of the Foreign Service Association that they did not receive their ballots for the Electoral College in time for their votes to reach the Department before the deadline of September 1, 1942.

The Association deeply regrets that some of these ballots were received too late to be counted, and assures its members that next year a special effort will be made to see that, in spite of the mailing difficulties, the ballots will get to the field in ample time.

Consul RALPH MILLER made two gem contributions to the JOURNAL from Mombasa—one a note from his messenger, a mission-educated native, trying to make the usual touch:

"Dear Sir:

I shall be very cheeful and happy if you could get me two shillings only

love your
Office Boy"

Mr. Miller adds, that he got him one shilling only and he seemed very cheeful and happy.

Gem No. 2: was from an Indian applicant for a job in the Consulate, whose naive confidence in the efficacy of his "testimonial" is very touching:

"Sir:

... Regarding my experience and character, copy of a testimonial enclosed herewith will give you full satisfaction ..."

The enclosed testimonial, dated December 31st, declaring the applicant honest, diligent, conscientious and trustworthy is endorsed by the Japanese Consul.

(Continued on page 50)

News From the Field

FIELD CORRESPONDENTS

ACLY, ROBERT A.—*Union of South Africa*
 ALLEN, STUART—*Western Canada*
 BECK, WILLIAM H.—*Bermuda*
 BERRY, BURTON Y.—*Turkey*
 BINGHAM, HIRAM, JR.—*Argentina*
 BREUER, CARL—*Venezuela*
 BUTLER, GEORGE—*Peru*
 CLARK, DUWAYNE G.—*Paraguay*
 CRAIN, EARL T.—*Spain*
 DREW, GERALD A.—*Guatemala*
 FISHER, DORSEY G.—*Great Britain*
 FUESS, JOHN C.—*Ireland*
 FULLER, GEORGE G.—*Central Canada*
 GATEWOOD, RICHARD D.—*Trinidad*
 GILCHRIST, JAMES M.—*Nicaragua*
 HURST, CARLTON—*British Guiana*
 KELSEY, EASTON T.—*Eastern Canada*
 KUNIHOLM, BERTEL E.—*Iran*

LATIMER, FREDERICK P., JR.—*Honduras*
 LIPPINCOTT, AUBREY E.—*Palestine, Syria, Lebanon, Iraq*
 LORD, JOHN H.—*Jamaica*
 LYON, CECIL B.—*Chile*
 LYON, SCOTT—*Portugal*
 MCBRIDE, ROBERT H.—*Cuba*
 MCGREGOR, ROBERT C., JR.—*Mexico*
 MILBOURNE, H. L.—*St. Lucia*
 MINTER, JOHN R.—*Southern Australia*
 MITCHELL, REGINALD P.—*Haiti*
 PAGE, EDWARD, JR.—*U.S.S.R.*
 POST, RICHARD H.—*Uruguay*
 SCHULER, FRANK A., JR.—*Antigua*
 SMITH, E. TALBOT—*Abyssinia, Eritrea, British and Italian Somaliland*
 TAYLOR, LAURENCE W.—*French Equatorial Africa, The Cameroons and Belgium Congo*
 TRIOLO, JAMES S.—*Colombia*
 WILLIAMS, ARTHUR R.—*Panama*

MOMBASA, KENYA

Right: The Consulate, Mombasa, Kenya, is situated on Likoni bluffs and commands an excellent view of Kilindini Harbor and Mombasa Island to the north and of the Indian Ocean to the East. It has three guest houses (bandas). This house was the summer residence of Lady McMillan of Nairobi and was patriotically (she is American born) made available to the Consul for the duration.



Left: One of the guest houses of the Consulate.

VENEZUELA

December 7, 1942.

The Ambassador and Mrs. Frank P. Corrigan left early in November for leave in the United States. The Corrigan family are well represented in Latin America. Marta Corrigan is the wife of Lieutenant Arch B. Hannah, Assistant Military Attaché in San José, while Patricia Corrigan is married to Albert E. Pappano, Foreign Service Officer, stationed as Vice Consul in Mexico City. Bob Corrigan is serving as Vice Consul in Rio de Janeiro.

Mr. Frederick Larkin, Chief of the Foreign Service Building Office, visited Caracas the latter part of October in order to study the increasingly difficult office space situation. He declared that land values are as high in Caracas as they are in London.

John L. Goshie, formerly Third Secretary at Rome, arrived by plane on August 17 with Mrs. Goshie and their three-year-old daughter. Mr. Goshie had completed a two months' special training course in the Department before proceeding to Caracas where he is Assistant Commercial Attaché. The Goshies have aroused the envy of many since they were able to bring their lift vans all the way from Rome.

The Claude Halls of Port of Spain, Trinidad, spent from October 9 to 19 visiting Mr. and Mrs. A. L. Owens in Caracas. The Owens were married at the home of the Halls in Port of Spain.

Mr. and Mrs. H. Lawrence Groves arrived by plane on November 16. Mr. Groves, formerly Commercial Attaché in Shanghai is Commercial Counselor in Caracas. The Groves will temporarily occupy the home of Second Secretary and Mrs. Thomas Maleady who are in the United States on leave with their two young sons.

Assistant Commercial Attaché and Mrs. Paul S. Guinn will soon leave for Washington where Mr.

Guinn will report for study in the special training school beginning January 4. At that time Paul Jr., will be placed in school in the States.

Mr. James Harry Kempton for over twenty years with the Department of Agriculture is now serving as Agricultural Advisor to the Caracas Embassy.

News from the steaming coast indicates that the La Guaira Vice Consulate is very active as a magazine and book forwarding and distributing center for sailors and officers. The books and magazines are gathered by certain members of the American Colony in Caracas. In addition, swimming and beer

parties have been successfully organized with money furnished by the American Colony.

CARL BREUER.

MEXICO

December 1, 1942.

In the belief that the Department will use the columns of the JOURNAL to pay tribute to the late Mr. Charles B. Hosmer, it is felt that a word from Mexico City, where Mr. Hosmer spent more than five months during the past year, might find its way into any tribute.

The news of his death struck this large establishment and many in the American Colony with a terrific impact. He was respected, admired and loved by everyone who knew him, and such was his ability to make friends, that everyone in this establishment felt that they knew him and

he knew them intimately after the association of a few months. Probably no other Foreign Service officer could have performed the difficult and often disagreeable tasks of an inspector and at the same time retain the affection of all those whose business it was his own to criticize and correct.

He left Mexico City on October 30 and went away leaving everyone his friend. This is how we will always remember him.

Mr. Joseph F. McGurk, Counselor of Embassy during the past year, left for his new assignment, in

(Continued on page 36)

The Bookshelf

FRANCIS C. DE WOLF, *Review Editor*

HUNGARY AT THE PARIS PEACE CONFERENCE, by Francis Deák, *Columbia University Press, New York, 1942. pp. xxiii + 624. \$5.50.*

Because the Department of State is now preparing a series of volumes on the Paris Peace Conference, Professor Deák's fine volume on Hungary and the Treaty of Trianon will probably be the last in Dr. Shotwell's series on that conference. It is abundantly clear from the quality of the Deák book and its predecessors on the I. L. O., reparation, and Italian and German issues at the conference that the Shotwell series has set a high standard which the Department may hope to approach but can hardly expect to surpass.

The Shotwell series and the Department's series will, however, be quite different in character. The Department will publish only from its own official files and from the great American sources like the Wilson and House papers, and the Department will let the documents tell the entire story. The Deák volume, on the other hand, is less than half comprised of documents and its principal portion is a detailed account by the author of the events and negotiations from the armistices of November 1918 to the Treaty of Trianon based upon enough printed and unprinted source material to delight the heart of the most meticulous of historians. With his Hungarian heritage Professor Deák was in a unique position to tap the recollections and papers of Hungarian statesmen and the resources of the Budapest foreign office as well as sources in this country. Incidentally it was Deák who recently edited the first Hungarian *Foreign Relations* volume which paid our own *Foreign Relations* series the compliment of imitation.

Even though the American experts recommended frontiers that did not differ radically from those laid down by the Treaty of Trianon—frontiers to which Hungarians have objected more vehemently, perhaps, than even the Germans, Austrians, or Bulgarians have objected to their new frontiers of 1919 and 1920—Professor Deák has only commendation for the record of the American delegation at the Paris Conference. But try as he may to be entirely objective he cannot write with anything but disparagement of the Czechs and Rumanians and Jugoslavs who were so willing to crowd the new

Hungary into narrow borders and even of the French who failed to save Hungary from the dreaded treaty. Some of the most interesting and significant portions of the volume are written about the secret negotiations between Hungary and France which took place before the Trianon Treaty was actually signed on June 4, 1920 and which, from the Hungarian point of view, collapsed disastrously. France, Dr. Shotwell points out in his Foreword, was so obsessed with the fear that war might return that she completely forgot her proud traditions of liberalism and gave to Europe only shortsighted reactionary leadership.

It was not expected that Hungary would greet the Treaty of Trianon with any enthusiasm. The best of treaties, made unilaterally and based primarily upon data submitted by adversaries, would be coolly received. And Trianon was not the best of treaties. Yet more important than the views of the people of Hungary is the fact that the Treaty of Trianon was one of the pillars in a great architectural plan which itself proved to be defective (p. 347). As such it deserves serious study with an eye to the future when the problems of the Danube Valley will again have to be faced. Dr. Deák's volume is an excellent antidote for Americans who somehow believe that the woes of Europe can all be settled west of Vienna. It is easy to forget that World War I was kindled in Southeastern Europe.

E. WILDER SPAULDING.

BLUEPRINT FOR VICTORY, by Homer Brett. D. Appleton-Century Company, New York, 1942. v, 215 pp. \$1.75.

Mr. Brett, former Consul General and First Secretary at Lima, has written a peppery book about the war. He sets forth, drawing on his years of experience in the service, a great deal of pungent comment on the mistakes of American and British diplomacy before the war and strategy during the war.

As to Mr. Brett's "Blueprint for Victory," a few quotations adequately propound his thesis:

"Unless she is saved by events in Europe, Japan's case will soon be desperate. An island empire, she is dependent upon sea transportation for life. She began the war with too few ships, and even while

she was winning victories and conquering empires she was losing ships. She is still losing ships. If she tries to maintain a force in the Aleutians she will lose still more ships. It might even be a good idea for us not to bomb the islands but just to submarine the ships that come and go. Soon we will bomb Japanese ports and burn ships wholesale at their piers, and Nipponese overseas adventuring will be finished. Japan is one country that can be conquered by air power, and we have the air power coming up. God guard us from wishful thinking!

"The theme of this book is an American attack in force along the Aleutian-Kurile Islands. But already we can and we should bomb Japan. (pp. 198-199).

"In spite of all her astounding victories, and in part because of them, Japan is still weaker than Germany. She is weak in the two vital arms of air power and shipping. The moment we could consider that our far-flung lines of defense are not now necessary, that England does not now need to fear any invasion, and that the Russian armies can survive in being for five or six months at least, we could unite our Navy and our air power and direct them in one concerted drive against Japan's planes and ships. We could certainly cause her to lose five hundred planes in one big air battle and practically wipe out her air power in a few weeks. After that it would require only a few more weeks to drive her shipping and her fishing boats from the seas and thus reduce her power for making overseas war to nothingness. Then the Siberian Army of the Soviet Union could move its million men and all its tanks and planes to the western front and fight Hitler, while the combined air and naval forces of the United States and Great Britain could escort enough of our mechanized forces to Libya to eliminate General Rommel and his Italian helots. Enjoying the cumulative effects of victory, we would have the wherewithal to reopen the Mediterranean by making the coastal waters of the North Af-

rican coast reasonably safe for transit and thus save our ships and supplies the long trip around the Cape of Good Hope which they now have to make. Italy would probably drop out of the war when she saw the enemy victorious near Tunis, and France would fear Germany much less. Our armies, having obliterated Rommel, could proceed to join the British forces in Syria to threaten invasion via Greece or via the Adriatic if Italy were out of the war by that time. If Turkey saw that the allies were winning, she would join them, and a huge force could be thrown against the rear of Hitler's right flank. Meanwhile, the Russians could drive straight toward Odessa, and the Nazis would have to give up the Caucasus and get out of the Crimea with all speed." (pp. 50-52).

JOHN TOOP.

THEY WERE EXPENDABLE, by W. L. White. Harcourt, Brace and Company, New York, 1942. vii, 209 pp. \$2.

"They Were Expendable" is a 200-page story told in the quoted words of four young officers of the six United States motor torpedo boats which fought the Japanese in the Philippines. Paltry in number, those six little boats in their brief but heroic struggle against the Japanese sank more than a hundred times their own weight of Japanese tonnage and killed or drowned Japanese ten times in number the personnel of the six boats.

The story, put together by W. L. White, is dramatic and profoundly moving. It shows what courage and resourcefulness young Americans can display in the face of heart-breaking odds and difficulties.

The book should be read by every American who makes his living while sitting in a swivel chair, not because the story is engrossing—which it is—but because it shows that it is the American swivel-chair mind which was in large measure the cause

(Continued on page 38)

YOU MIGHT LIKE:

Passing Strange, by Richard Sale. An Inner Sanctum Mystery. Simon & Schuster, New York, 1942. 304 pp. \$2.

Obstetrics and murder combine to make a spicy tale ranging from Hollywood to New York. If you're shock-proof, it's O.K.

Our Hearts Were Young and Gay, by Cornelia Otis Skinner and Emily Kimbrough. Dodd, Mead & Company, New York, 1942. 247 pp. \$2.50.

As Dorothy Canfield puts it: "A vivid mellow memory of a time when young hearts could be gay, and were!" The Book-of-the-Month Selection for December.

We Took to the Woods, by Louise Dickinson Rich. J. B. Lippincott Company, New York, 1942. 322 pp. \$2.75.

Mrs. Rich tells how she and her husband made a home in the wilds of northwest Maine—and liked it. The other half of the dual Book-of-the-Month Selection for December.

A Visit to The South African Game Reserve

By LUCIEN MEMMINGER, *First Secretary of Legation, Pretoria*

"THERE are five lions lying in the road just half a mile from here."

I still remember the thrill of that greeting from a passing motorist as we — my wife and daughter and I — while parked on the Sabi River road, near Skukuza, in Kruger National Park, watched from only a short distance away an elephant feeding in the tall reeds at the river's edge.

For two days we had been inside the famous African Game Reserve, leaving Pretoria by car in the morning and arriving at the first rest camp, Pretorius Kop, before sunset.

An abundance of game had been seen, particularly antelopes of various kinds, including the fleet and graceful "impala"; large, handsome "koodoos," with long spiral horns; waterbuck near the sparse and shallow pools; innumerable "blue wildebeest," or brindled gnu, a sturdy animal, with oxlike head and long mane, which is the principal source of nourishment of Park lions. There were also zebra

in herds of various sizes; giraffe had been glimpsed in the distance; and troops of baboons swinging from the trees, or crossing the road in front of the car, were a common sight. Wild bird life was also plentifully represented.

Like most other visitors to the Park, however, we particularly desired to see lions, none of which had thus far appeared to view. In one locality jackals skulking from the bush and vultures circling overhead signified, we were told, a lion's "kill" nearby, but nothing of this could be seen by us through the scrubby undergrowth and tall withered grass lining the road. I could not explore because rules forbid alighting from a car. Sounds of lions prowling outside the stockade fence during our first night at the camp had been heard by others but failed to awaken us.

And so when we left Pretorius Kop and proceeded to the second camp, Skukuza, about 35 miles distant, stopping en route to see hippos at Sabi River



Drinking
Time

Photo F. W. Wallis

pool, we were beginning to feel that by bad luck we might miss seeing any lions at all. For that reason we particularly welcomed the news received soon after arrival at Skukuza that lions had just been seen on the roadway nearby and were probably still there. Immediately we decided that watching an elephant was of less interest than seeing the "king of beasts" in its native habitat and within a few moments we reached the place where a number of these animals, three lionesses and two males, all fine specimens, were plainly in view. Some were stretched at ease in the sandy roadbed while others lay in the short grass at the side. The afternoon sun was warm and they were basking in it.

My snapshots turned out badly — the conditions for taking pictures were difficult — so the excellent photos supplied through courtesy of the National Parks Board of Trustees are submitted instead. They depict scenes which are very similar to those actually seen during our visit to the Park and which, with a few exceptions — witnessing a "kill" is a matter of chance — may be seen by anyone in a carefully planned tour.

Stalking lions while motoring slowly along the well kept roads of the Game Reserve — the speed limit is fixed at 25 miles — is an experience which few could fail to find interesting. Bush growth so reduces visibility that the animals usually must be encountered in, or very near, the road in order to be seen at all. It so happens that lions in the Game

Reserve frequent the roads a good deal during the heat of the day, especially in the neighborhood of water courses where animals on which they prey go to drink.

The strongest impression which remains with me after viewing lions in the Park is their tameness in respect of motor cars and their occupants. When we drew up alongside the group of other cars already present at the scene of our first encounter there was no sign that the lions noticed our presence although we parked only a few yards from them. In our car, as in others, there was a certain amount of movement in the taking of pictures; motorists conversed freely, though in subdued tones, from one car to another, through open windows; and cars arriving and departing necessarily produced noise. Yet in all the time we remained watching this particular group of lions they paid little attention to the cars and the people in them and seemed rather indifferent to the whole proceeding. The accompanying photo depicting lions and car in close proximity is recognizable within my experience.

Amongst the explanations given are that over a period of years lions in the Park have become accustomed to motor cars along the roads and since the occupants are not allowed to harm them the animals are not frightened when cars approach.

In the Seven Commandments of the Game Reserve drawn up by the Warden, Colonel J. Steven-

(Continued on page 38)

A Hold-up



Photo Dick Wolff

Consul Wadley, Emperor

By JANE WILSON

THADDEUS WADLEY, Class VI, assigned to the Department, awoke one day to find himself the only living being in the world!

Of course, the realization did not come upon him so joltingly and only after a series of unusual and somewhat painful experiences was he finally convinced of this amazing state of affairs.

One morning dawned just like any other morning, and Thaddeus awoke at the usual hour which allowed him just time to breakfast with the children and drive in to the State Department in the neighborhood share-car, from the suburban house rented during his tour of duty in Washington. Thaddeus disliked suburban life, and he often ranted to Terèse regarding the lack of rent allowances when assigned to the Department. Terèse, however, had heard this so many times that she would let her mind wander automatically to her petty problems, such as that stupid to-be-handled-with-gloves-on girl in the kitchen who couldn't be trusted to do a thing—

"My dear boy," she would say to Thaddeus, who wished she wouldn't call him that, "do not be so verree impatient. Soon, we shall go again to the fields and have servants and live—"

"To the field," corrected Thaddeus, who had been correcting Terèse's English for seven years. But it did help him to be reminded of the nice house they had had before the war in Marseille and the many amenities of life, not to be enjoyed amidst the War of Washington.

Thaddeus yawned and stretched, and in that interval before opening his eyes he ran over in his mind some of his problems of the day. There was so much going on in his Division that he didn't agree with, those cables that went out yesterday seemed in complete contradiction to the new policy—But these thoughts were only for his innermost self, as Thaddeus was Caution, Class I, as far as expressing his personal opinions was concerned.



"There was no use in becoming alarmed, he argued with himself—and yet there wasn't a soul in the streets. Where in the hell was everyone?"

He got up and dressed hurriedly, cursing the inadequate trickle of water in his shower. He must tell Terèse to call the plumber—or perhaps they had all been drafted.

Strange, the silent house this morning. Usually the children's gay chatter was by this time easily audible through the thin walls from below. Not a sound.

Thaddeus descended the stairs and entered the dining room to find it completely lacking in any indication that it was breakfast time. He opened the kitchen door and peered in—there was no menial dead-pan to greet his formal good morning.

Thaddeus went into the hall to check his watch by his great-grandfather's grandfather clock. A quarter past eight. He became thoroughly annoyed and felt badly treated. Bounding up the stairs he knocked on Terèse's door. No answer. He opened the door and was surprised to find the room empty, but in order. He hurried into the nursery—no children.

Where in the hell was everyone? Such ridiculous actions and on a week morning when he must get to the Department. He called Terèse. No answer. He shouted. Yes, he yelled, in spite of his train-



"On a bright, sunshiny day he crowned himself King of the United States and Emperor of the World!"

ing. Finally he became convinced that he was alone in the house.

Wadley went to the phone, dialed the number of the neighbors who did not pull down their shutters in the evening, but the phone was dead. He crossed the garden—yard, he was wont to begrudgingly correct himself, since there was no gardener and he had lately been cutting the grass himself, but after twilight. The neighboring yard merged into the Wadley's, without benefit of fence which rather appalled the Consul and his wife when they first rented the house.

There was no reply to his vigorous ring of the nextdoor doorbell, nor to his knocking.

Thaddeus rang all the bells in the neighborhood. No replies. He became thoroughly uneasy. The entire place seemed deserted. Just like the *Marie Celeste*, he thought.

He got into his car and drove towards Washington, trying to collect his wits. There was no use in becoming alarmed, he argued with himself—and yet there wasn't a soul in the streets. Where were all the war workers driving into town? In fact, he hadn't seen anyone since he woke up that morning, which had dawned like any other morning.

He headed for the State Department. There, he

thought, all would be normal. The Old Lady always calms one down. A hard facade, but a dependable one, and imperturbable.

Thaddeus entered by the Pennsylvania door. The guards were not there.

The usually crowded elevator did not respond to his ring so he ran up the stairs and down the checker-board corridor to his third-floor office. Not a soul in sight. He sank down at his desk and sighed with relief to be playing the old familiar role in the old familiar setting. He picked up the phone. Dead.

Where was everybody?

He rushed down the hall—surely Peter Avery would be at the Russian desk. But—as he feared—the door to Avery's office was locked.

The Secretary's office! Surely there would be somebody *there*. Thaddeus ran unceremoniously through the outer office into the Sanctum Sanctorum. Empty. He returned panting to his office. Sinking into his chair, he ran his hands despairingly through his thinning hair.

Taking the papers from his desk drawer he tried to concentrate on the neatly typed sheets. "I must work," he thought, and in a little while I will find life is normal. But, above all, I must keep normal." His hands were trembling as he shuffled the papers with no purpose.

After a few minutes of this futile effort at control, Thaddeus jumped up and hopefully started for the White House. Surely, there would be someone there. They would think him mad for barging in, and only Class VI, but when he explained his predicament, they would understand. He crossed West Executive Avenue and finding the Executive Offices deaf to his knocking, went up to the front door.

The guard was not there. He knocked. No reply. He looked over his shoulder to make sure about the guard, and cautiously turned the knob.

He stepped into the White House hall.

No one came forward to receive him. "Hello," he called, at first with temerity and then crescendo until the noise reverberated through the mansion. It then bounded back to Thaddeus and frightened him nearly out of his wits.

He shiveringly awaited results. There were none. He then entered more boldly into the house and went from room to room. He turned to the stairs.

"Mrs. Roosevelt," he called, surprising himself. He really couldn't ascend, it was just too unpro-

(Continued on page 34)

S E R V I C E G L I M P S E S

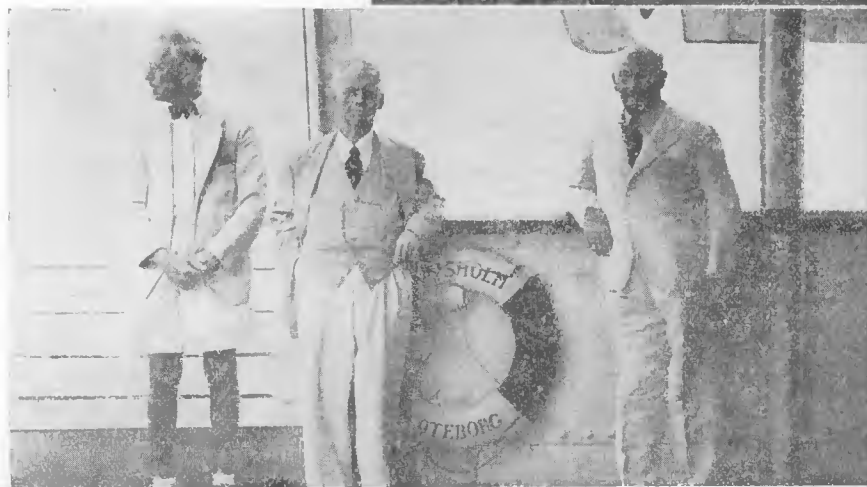
Mrs. William E. Dunn (center) photographed with her daughter, Eugenia, and son, Paxton, just before their departure from Guatemala City. See Mrs. Dunn's article "Motoring Overland from Guatemala to Washington" on page 14 of this issue.



Vice Consul John Belfort Keogh waiting for the Clipper by the shores of Estoril.



J. Dixon Edwards took this photo of Consuls General Linnell, Southard and Makinson aboard the "Gripsholm."



Staff of the Consulate General at Brazzaville, French Equatorial Africa, November 11, 1942. Left to right: Glenn Hayes, Edith Audu, Consul Laurence Taylor, Vice Consul Frederick Mann.





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CONSUL WADLEY, EMPEROR

(Continued from page 31)

colaire. Devilish awkward situation. There was just no precedent for it. He climbed the stairs and went from room to room, even looking guiltily into the bathrooms. He went forlornly down again and seating himself at the large dining room table, tried to think. He was hungry—he would go home—he must keep his strength to combat the strangeness all around him.

Thaddeus drove up and down the streets of Washington, confirming their complete vacuity. He even went over to the Capitol. Surely with the tax measures before Congress, those argumentative gentlemen would be a beehive of activity.

But he found the Senate chamber empty. He stood upon the rostrum. The weight of the responsibilities resting upon his shoulders seemed about to crush him. He was the Congress. He began to make a speech, "My friends," and cleared his throat. "In these days of international strife, it is up to the lawmakers of these United States of America to guide the ship of state unerringly through the troubled waters. . . ." But maybe the State Department wouldn't approve of his putting it just that way. But there was no State Department. *He* was the State Department. He ran sobbing from the chamber.

He climbed into his car and passed by the Union Station. The usual confusing traffic lights were dead. "Naturally," he thought, "no traffic, no lights, no necessity."

He headed home and sank onto the bed, sleeping until the next morning when the sun laughed in his face and woke him up.

A confounded nuisance that he couldn't shave, and he always shaved every morning, even on that trip up the Amazon with Bill Hawley and the Tiger Man. He was no blooming Indian.

He felt better after a plentiful cold breakfast, and ready to conquer the world—a peopleless world. Odd foe.

Thaddeus spent all day at the airport, scanning the sky. Surely a plane would arrive. But none came.

Perhaps the Capital had moved, but where? He jumped into his car and drove furiously through an empty Baltimore and Philadelphia, and on to New York City, guiltily helping himself from the petrol tanks en route. Having looted the shops there for food, at first surreptitiously, then more boldly, he slept where night found him, and a brick was easy entrance to the most luxurious of quarters. After some time he wearied of his waiting procedure and

entertained himself with knocking about the shops. At his fingertips was unlimited wealth, he had but to reach out and take it.

He wondered what had happened to the war. Where was Hitler? Where was Hirohito?

One day the realization came upon him that he was alone in the world, and he owned it in its entirety. This was a shock, and his responsibilities as the only man in the world deepened the furrows at the corners of his mouth.

He decided to return to Washington. That was the seat of his Government, or had been. There, as the Only Man in the World, he belonged. He didn't return home, but to the White House. He installed himself as the Chief Executive of the Nation, but there was no Nation.

However, one morning found him happily banging away with a hammer and some boards in the East Room of the Executive Mansion. He banged for several days and then the job was done. He had built a dais at the end of the large room, covered it with purple velvet, and placed thereon a gilt chair. He ravaged the shops for days to find the proper accoutrements for himself. Finally a royal garb was assembled, all but the crown. He hunted high and low. So he made one. A clumsy one out of pasteboard and gold foil, and flimsy.

On a bright sunshiny day he crowned himself King of the United States and Emperor of the World!

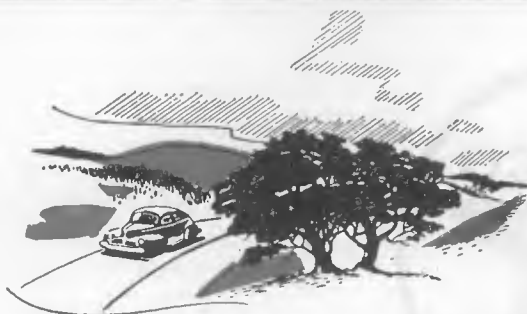
He thereafter set himself to work, seated upon his throne, in his ermine cape and gilded crown. Heaped upon a table in front of him were piles of papers, with drafts of resolutions, decrees and manifestos. A hard working sovereign.

One day with much nib-chewing, he drew up the following document:

"TO MY MINISTER OF STATE OF THE UNITED STATES:

I You have the honor to be informed that there is to be a complete revision of the promotion system in the Foreign Service of the United States of America. Every Foreign Service Officer is to write his own efficiency report. This report is at no time to be seen by the Chief. Promotions are to be made whenever an officer thinks he deserves one, and will have nothing to do with efficiency.

II All wives shall remain stationary at the post at which they are located when this order goes into effect. Automatic divorces will be granted upon the transfer of an officer, and marriage with the incoming officer compulsory. This will avoid Foreign Service wives having to learn housekeeping under



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different conditions and languages, and will be conducive for a happy home life and stable digestion.

III Foreign Service Officers will be granted home leave of absence whenever they feel need of a little re-Americanization, and traveling expenses therefor are to be paid from Department funds.

IV All Foreign Service Officers are hereafter exempt from the payment of income taxes.

Etc. Etc. Etc."

"Whew—take a look at this letter!" said the clerk in the Division of Foreign Service Administration. "That crack-pot used to be in the Service. It's even good enough for the FOREIGN SERVICE JOURNAL."

And it was.

NEWS FROM THE FIELD

(Continued from page 25)

charge of Mexican Affairs, in the Department on October 30, 1942. Mr. Herbert S. Bursley, who replaces Mr. McGurk, arrived with his family early in October, and after taking a few days' leave, assumed his duties as Counselor of the Embassy.

ROBERT G. MCGREGOR, JR.

VANCOUVER

November 18, 1942.

Remembrance Day Ceremonies were held on November 11 at the Cenotaph in Vancouver. Members of the Consular Corps who were present assisted the American Consul General, Dean of the Corps, in placing a wreath on the monument. Following the ceremony the Consul for Poland entertained members of the Corps and the Lieutenant Governor of British Columbia at the Vancouver Club.

Lieutenant G. C. Kinnear, U.S.N.R., of Seattle, Washington, and Mrs. Kinnear were recent visitors to Vancouver. Lieutenant Kinnear will act as Liaison Officer between the Thirteenth Naval District Headquarters in Seattle and the West Coast Command Headquarters of Canada.

Paul R. Josselyn, Consul General, and Mrs. Josselyn, entertained informally on November 9 for General Victor W. Odlum, newly appointed Canadian Minister to Chungking. Guests included Mrs. Victor Odlum, Mrs. R. M. Odlum, and officers of the American Consulate General and the Chinese Consulate General, together with their wives.

Ernest L. Harris, Foreign Service Officer retired, formerly Consul General in Vancouver, together with Mrs. Harris, renewed old associations during their summer visit. When the autumn fogs settled down over Vancouver, Mr. and Mrs. Harris left for New York, where they intend to pass the winter.

John K. Davis, Foreign Service Officer retired,

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and Mrs. Davis are enjoying a well earned rest in their new home in Vancouver. An added reason for their visit is the fact that their daughter Shannon, now Mrs. John P. Roberts, makes her home with her husband in Vancouver.

STUART ALLEN.

A VISIT TO THE SOUTH AFRICAN GAME RESERVE

(Continued from page 29)

son-Hamilton, the situation is tersely described as follows:

"Don't become alarmed if lions stand and stare at your car. They mean no harm and, in fact, are looking at your car and not at you. The lion's nose tells him at once that a car is not good to eat and smells of petrol, — *BUT*

"Don't imagine because the lions are passive that they are therefore tame, and that you can go and pat them. — Remember that a startled or frightened lion is just as dangerous as an angry one. A lioness, with cubs, though she may take little notice of cars, is almost certain to attack a human being walking towards her cubs."

During the remainder of our stay in the Game Reserve we were fortunate enough to see 22 more lions, in four groups, including one with cubs, and one lot of seven young lions stalking game. We saw no leopards, cheetahs, or buffaloes. In the vicinity of Skukuza camp "impala" antelopes are the chief food of lions, but throughout the Park generally the animals chiefly preyed upon by them, besides "wildebeest," are waterbuck, zebra, and "koodoo," or as most commonly spelled here "kudu." It is estimated that of approximately one million wild animals which live in the Park lions number about 1,500. The Kruger lion is described as "not only the largest surviving variety of lion and largest wild cat in the Kruger National Park, but also the largest carnivorous mammal present in Africa."

Situated in the Eastern Transvaal the Kruger National Park stretches from Komatipoort northwards along the Portuguese East African border as far as the Limpopo river. The distance from north to south is over 200 miles and from east to west an average of 40 miles, making a total area of approximately 8,000 square miles. It was established in 1926, incorporating at that time the original Sabi Game Reserve together with Shingwedsi and other areas. Thousands of visitors have been attracted to the Park in recent years but now under war conditions, including gasoline restrictions, et cetera, only a portion of the Park, in the southern section, remains open. From September 30 the Skukuza section has been closed to visitors and may remain so for the duration.

THE BOOKSHELF

(Continued from page 27)

of the heart-breaking difficulties. The book reveals — only incidentally but nevertheless with appalling clarity — some of the reasons why we were so unprepared for war and why we did so badly in the opening months of the war. The reasons lay not with the young fighting Americans but with the older men having authority.

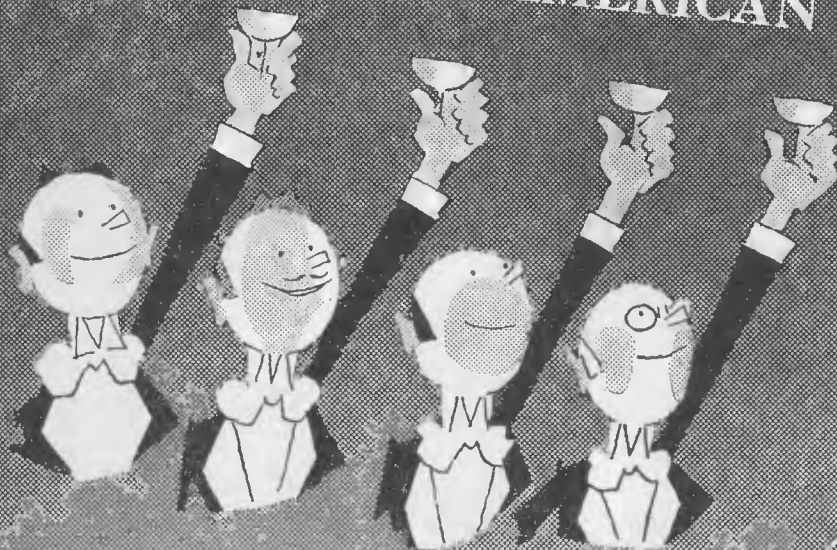
The story of these four officers tells of the tragic and as yet unexplained destruction of our air force in the Philippines eight hours after word of the attack on Pearl Harbor had been received; of the American aviator who pressed the button to fire his six guns and found that only one of them worked ("don't ask him why — ask the guys who designed them or installed them, or serviced them"); of the American soldiers fighting near Manila who were assured by their officer that no machine guns could pierce the armor of their tanks — and who were shortly thereafter shattered as the Japanese smashed the armor of those self-same tanks; of the American air offensive from Australia which was to relieve Bataan and arrived three days after Bataan fell; of the two American generals who were in command of neighboring islands and who had not communicated with one another for many weeks because to them their private feud, begun in West Point days, was more important than the war against the Japs; of the radio programs from San Francisco which nauseated our soldiers in the Philippines because the broadcaster told cheerfully of victories which our soldiers knew were in fact defeats.

Mr. White's reporting of the four officers' story is open to criticism, notwithstanding the general high quality of the volume. He mentions on several pages the name of an American resident of the Philippines who gave aid to one of the four officers, evidently lacking sufficient imagination to realize what the Japanese may have already done or will do to that American as a result of this public announcement of his aid.

However, the book has the ring of truth and one puts it down at the end with a profound admiration for the young Americans who are whole-heartedly fighting this war, and with a profound anger at the older Americans who are half-heartedly managing the war, allowing personalities to outweigh their responsibilities as leaders.

H. G. KELLY.

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

The NATIONAL GEOGRAPHIC MAGAZINE, Washington, D. C.

Food for thought in Kuibyshev, Soviet Russia; photograph by Maynard Owen Williams. Through such pictures The Magazine portrays living geography.

U. S. INFORMATION CENTER

(Continued from page 19)

phone lines to the inquiry branches of the War and Navy Departments serve to coordinate a similar work in these two agencies with the U. S. Information Center.

Though original research is required to answer many of the questions with which the U. S. Information Center is asked daily, a portion of the inquiries may be answered by standard government publications and press releases. One of the services at the counter is the sales agency of the Superintendent of Documents. Technical manuals, registers, as well as the popular instructional booklets from the Department of Agriculture, Public Health Service and many other agencies are readily at hand at nominal prices. One of the "best sellers" of the agency is the U. S. Government Manual which is the most important publication which the U. S. Information Center, itself, issues. The Manual is a 700-page reference book which describes in detail the purpose and legislative background of all government agencies. The Manual is revised three times a year in order to incorporate all changes in organization and personnel which take place so rapidly in wartime.

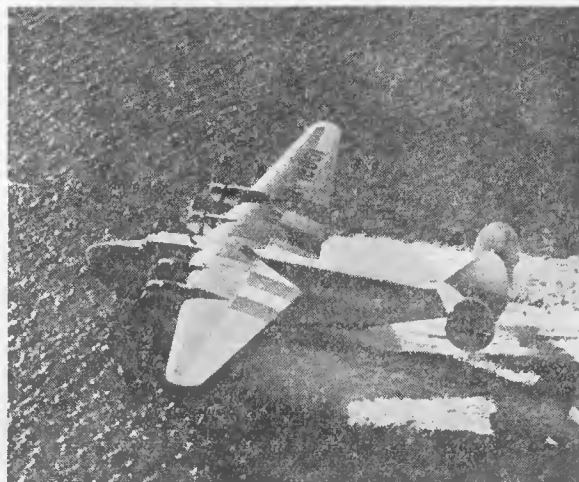
The press releases and free publications of the war agencies are received daily at the counter and may be obtained free of charge by businessmen and other interested inquirers who need current information on limitation orders, priorities, and many other emergency measures. The Office of War Information reviews and issues from 30 to 40 press releases a day.

The Correspondence and Distribution Unit of the U. S. Information Center fills all requests for the popular posters and publications which relate to the war effort published by any government agency.

One of the Center's special distribution services is to 6,000 libraries throughout the country who now receive, every month, a packet of current publications and posters. The libraries, especially in rural areas, display this material in order to give the library users an opportunity to order for themselves from Washington publications of special interest. Many schools, forum groups, and clubs are also furnished with packets upon request by the Center.

Recently, at the request of the State Department, the Center forwarded to 1500 Consulates in Central and South America a packet of selected government publications which might serve to give our good neighbors an insight into current federal programs.

"This is a people's war, and to win it the people should know as much about it as they can," Elmer Davis has said.



Clippers are hastening the day of victory

THE instant we win this war, all *geographical* barriers will disappear. The "foreigner," who used to be strange and different because he lived across an ocean, will become as familiar to you as the man in the next town. London and Paris will be ten hours from New York—Chungking, China, twenty hours from San Francisco.

And this travel will not be just for the well-to-do. Pan American's knowledge of technological improvements (based on more than 165,000,000 miles of overseas flight) indicates that air travel costs will be brought down within reach of the average man and woman.

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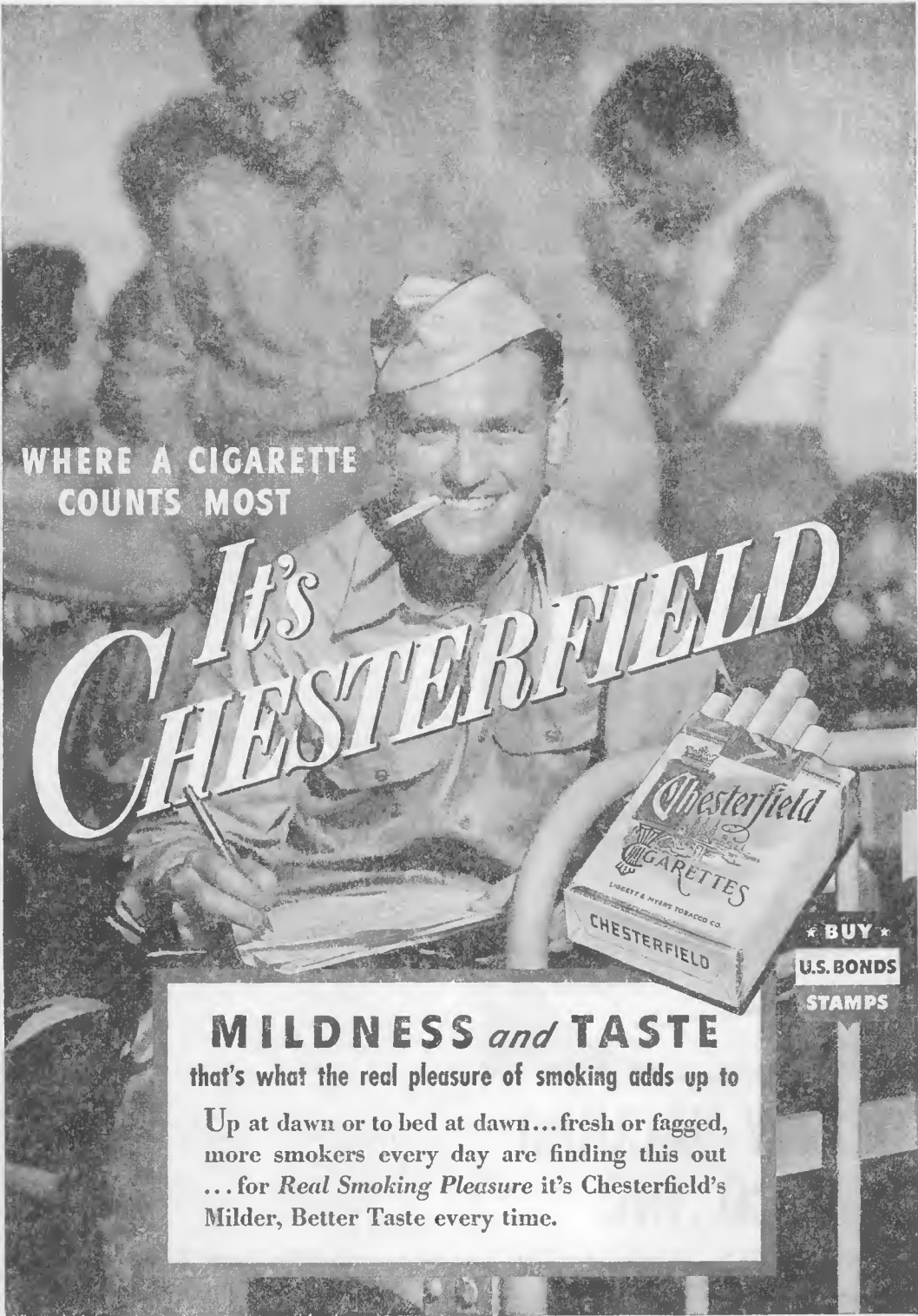
TOTAL MOBILIZATION FOR WAR

(Continued from page 7)

will be filtered into existing operations. The hardest period for the engineers and industrial managers is over—the period when entire factories had to be organized or re-organized from the ground up. The main problems now are to maintain balance, to keep materials flowing to the right places in the proper quantities, and to make quickly readjustments occasioned by experience and the revision of military plans.

As a whole, American war production is running far ahead of the means of carrying it to the fighting fronts where it can be used. So in recent months, still more emphasis has been put on making marine equipment, especially cargo ships and the naval vessels to escort them. The shipyards are meeting or exceeding the President's 1942 goal for merchant ship construction—which was 8,000,000 deadweight tons. They would have gone still further ahead if, during the year, a number of them had not been turned to the building of specialized naval equipment. But even so, three cargo ships a day are coming down the ways and early next year, the output is expected to rise to four daily. The original goal set for 1943 was 12,000,000 deadweight tons. That was raised to 15,000,000 tons, and later to 16,000,000 tons. And now it may be raised again, to 17 or possibly 18 million tons. With the tapering off of new construction of war plants, more steel will be available for ships; and the officials of the Maritime Commission say that if the steel is made available the yards can turn out 17,000,000 or more tons of transports during 1943. Naval construction also has been greatly expanded and accelerated, although for military reasons the figures cannot be revealed.

For the United States this is the end of the first year of active war. The Japanese attack on Pearl Harbor occurred on December 7, 1941, and was soon followed by declarations of war from Germany and Italy. To measure the result of this first year of war against the expectation, I have gone back to an article which I wrote the day after Pearl Harbor—not as a prophecy but as a report on the measured opinion of high officials. They believed then that 1943 was the earliest at which American strength could be mobilized to the point that the Allies could launch a grand offensive aimed at a final decision either in Europe or the Pacific. They envisioned 1942 as a year of defensive fighting, of protecting supply lines and the bases from which the counteroffensives later could be sprung. The chief allied task for 1942, as they saw it, was to



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keep the Japanese and the Nazis separately encircled—at all costs to prevent them from joining hands through either Russia or the Middle East. And while at that moment, a year ago, American opinion was more enraged by the Japanese, our highest officials felt that, for sound reasons, the Allies should destroy Hitler's military machine before settling with the Japs. Their tentative judgment was confirmed in the conversations between Prime Minister Churchill and the President.

When those hopes of a year ago are placed against what has happened, it is clear that the strategical task then envisioned for 1942 has been accomplished. And this despite the heavy initial gains of the Japanese—and despite anxious moments concerning Egypt, and Stalingrad and the Caucasus. General Montgomery's victory and the combined descent on French North Africa tighten the circle around the European cell of the Axis and provide additional springboards for the final grand assault.

On the morrow of Pearl Harbor, American officials estimated that we would have to devote two-thirds of our total industrial facilities and half our national income directly to the war—and that the number of men in our armed forces would have to be trebled. Already two-thirds of our total industrial production is going directly into the war—and this is two-thirds of a much larger whole. And in December, 1942 almost exactly half of our national income went directly into the war. These figures, of course, do not represent our maximum effort. The objectives long since have been revised upward. Within another six months, our industrial production will be devoted almost exclusively to the implements of war and to the bare civilian needs for maintaining the war effort. And next year probably two-thirds, or more, of our total national income will go directly into the war.

A year ago there were about 2,100,000 men in our armed services. Now there are nearly 6,500,000—so that the personnel of our armed forces already has been trebled. And, according to present plan, they will number about 9,700,000 by the end of next year.

In the mobilization of the United States for war, there have been many mistakes and delays and disappointments. During most of 1942, many Americans felt frustrated and their criticisms of the management of the war fell on the government in an unending succession of storms. Even now there are many large problems, such as the allocation of manpower and materials, which have not been efficiently worked out. And we are only beginning to feel the shortages of things to which we have become accustomed in our daily lives. As they now enter the final stages of total mobilization for war, the American people have many criticisms—but not a sign of disunity.

THE AMERICAN FOREIGN SERVICE JOURNAL

BIRTHS

EDGAR—A son, Thomas Ashley, was born to Mr. and Mrs. Donald Edgar in Washington on November 15. Mr. Edgar, a former Foreign Service Officer is now in the Division of American Hemisphere Exports Office of the Department.

SIRACUSA—A son was born on November 17 to Mr. and Mrs. Ernest V. Siracusa in Mexico City, where Mr. Siracusa is Vice Consul.

THE WOMEN'S ARMY AUXILIARY CORPS

(Continued from page 12)

of our service as they go into the field. . . . Army officers predict that there isn't a job short of bearing arms which women can't fill and may not be called upon to tackle in this women's army—to understudy and supplement men. Of one thing, I am certain, there isn't a woman in the WAAC who will not do all that is asked of her and be ready for more."

The end of this year will see close to 15,000 enrolled in the WAAC, including those already trained and in duty at Training Centers and in the field, those in training, and those waiting to go into training. These women will have left behind civilian lives in exchange for the discipline and routine of military organization. They will have volunteered their service knowing that military necessity calls upon women to share the responsibility of the war machine. They will become part of the military personnel who have pledged themselves to stand with all Americans who want an active part in ensuring the continuity of the American way of life.

MOTORING OVERLAND FROM GUATEMALA TO WASHINGTON

(Continued from page 16)

But I digress. The highway route which we were now taking to Mexico crossed the modern concrete highway bridge that spans the Suchiate at Talisman. Once on the Mexican side the usual customs and immigration routine again had to be gone through with. All travelers who are not fortunate enough to have a diplomatic passport must declare their automobiles and every tire they have. A charge of 3 pesos is made for the inspection, and a



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receipt given which is taken up at the point of exit. This is an extremely valuable piece of paper, especially in view of tire rationing, and we held on to it for dear life.

Tapachula is a sprawling Mexican town, and at the time we were there most of the streets were torn up for paving and sewerage construction. We were told that the population had increased during the past ten years from 20,000 to 100,000 inhabitants, and the public utilities could not supply the demand for services. Uniformed soldiers were doing most of the work, although there seemed to be plenty of unemployed labor about the streets. There were so many guests in our hotel that we had to sleep three in a room. Bathing and toilet facilities still leave much to be desired. That evening I ventured to take a shower, and while in the midst of it, I felt the building sway and heard people running pell-mell into the street. When I finally got out myself I learned that there had been an earthquake, and we had another one the following day. Since the heavy quakes of August there had been almost daily tremors all along that coastal region.

The weather was hot and humid, with frequent showers, but I noticed that the local girls all wore sweaters, as it was their "invierno" or winter time. We were regaled most of the day and into the night with the loud and incessant melodies of the juke boxes. Travelers carried on a lively money exchange at the usual sacrifice to themselves. The rate for Mexican pesos ranged all the way from 4.50 to 4.70 to the dollar, depending on one's bargaining powers. The official rate was supposed to be about 4.85.

Our stay in Tapachula was prolonged because of delays in arranging for the shipment of our automobiles by rail. As mentioned previously, the Inter-American Highway has not yet been completed from Tapachula to Oaxaca. There are many wide rivers to cross, and the scarcity of steel for bridges is being felt. The new railway bridge over the Suchiate River was being rushed to completion (it was formally opened to traffic on November 10), and the congestion of freight on both sides of the river was already very great. Although our friends in the Mexican Embassy in Guatemala had helped us reserve a "box car" in advance, there were endless small details to look after.

We finally located our freight car several miles from the hotel, and drove our automobiles down to load them. The car was a special one, with wide doors at both ends, and of steel construction. We had to hire ten laborers to do the loading. Two long planks were laid on the tracks just wide enough to accommodate our cars. I wasn't brave enough to drive my own car up this steep and narrow run-

way, and closed my eyes while the station-master drove it. The workmen then nailed a lot of blocks around the wheels so that the two cars (in theory) would not collide on the trip. This extra help cost 20 pesos, and the freight charge came to \$100. If one has time to wait from two weeks to a month in Vera Cruz for one's car to arrive on an ordinary freight train, the transportation charge is only about \$40. In that case an open flat car must be used, and a watchman hired to accompany the car to see that no removable parts are missing.

We could not get away from Tapachula until the day after our cars were loaded, and when we went to board the train for Vera Cruz I found that we were to travel on the old Pullman named "Zacatecas," certainly one of the oldest Pullmans in captivity. I had made its acquaintance two years before on my all-rail trip from Guatemala to Mexico. This venerable relic was to be our home for two days and two nights. Traffic was heavy, as plane priorities were hard to get, but everyone endured the minor discomforts with good nature. The meals on the train were fairly good, and one could supplement them by eatables bought at the various stations, especially fruit and typical Mexican dishes.

I know that my Mexican friends will not mind if I tell about the condition of this branch line between Tapachula and Vera Cruz, for they complain about it themselves. Maintenance work has been at a minimum for so long that the roadbed is pretty rough, and there are places where one thinks one is on a bucking bronco instead of a train. The route runs along the coast from Tapachula for some distance northward, through low, swampy land crossed by many rivers, large and small. After reaching Tonalá the country becomes more level, and would seem to offer little difficulty for road-building. A little further on the line makes a sharp turn eastward until one reaches Tierra Blanca, the junction for Córdoba. Here one may change from the standard gauge national system, and take the narrow gauge "Inter-Océánico" for Córdoba, which affords a much shorter drive to Mexico City than by way of Vera Cruz. The difficulties of changing railways, however, in taking an automobile along make it preferable to take the longer journey to Vera Cruz.

We were eight hours late in reaching Vera Cruz, and it was midnight instead of 4 p.m. The lights in the old "Zacatecas," never strong at best, went completely out, and we had to get off by the light of a candle and many matches. A group of our fellow-travellers decided to charter a bus and continue to Mexico City that same night, but we had to wend our weary way to the Gran Hotel on the main plaza and wait until our cars should arrive.

Somewhere on the trip our "box car" had been detached from our train, but we were assured that it would come by "fast freight" the next day ("mañana"). To our joy it did arrive the next afternoon. We had to hire another gang of workmen to unload our cars, and one non-union bunch had to be changed for union workers. After about two hours of labor, we had our cars on the ground, but made the sad discovery that they had suffered bent fenders and many scratches because the blocks placed in Tapachula had not held fast. About 4:30 p.m. we picked up our luggage at the hotel and began the drive to Mexico City.

We drove along on a good paved road for some time before dusk began to catch up with us. The grades were easy and we made good time as far as Jalapa. It now began to rain, however, and as we climbed higher and higher, the fog closed in on us, making it difficult to drive the unfamiliar route through the dense pine forests. The road was well marked and banked, however, with reflectors everywhere to keep cars in line. Finally when I thought I could drive no further, the lights of Puebla came into view, and we drew up at the Hotel Imperial, where we found a very clean and modern place to spend the night. Early the next morning we were again on our way, without taking time out to see the sights of Puebla, and after a two hours' drive reached the suburbs of the Mexican capital. This stretch of road was in fine condition, with magnificent scenery much of the way, although the peaks of the three majestic volcanoes that guard the valley approach were hidden in the mists. It had taken us seven days and seven nights to make the trip from Guatemala City, but we now felt that we were practically at home.

So many people have made the drive from Mexico City to the States, or vice versa, that I shall not attempt to describe this part of the trip. We traveled a much deserted highway to the Texas border, usually being the only guests at the tourist camps at which we stopped, for in spite of inducements offered by Mexican tire rentals companies, the American tourist and his dollars are now seldom seen. After many interesting experiences and a few "contratiempos" we reached Washington after another week of travel, our total time from Guatemala, including stop-overs to rest, having been just one fortnight. We arrived in the nation's capital muchly worn and battered, our speedometer showing a little over 3,000 miles. I had successfully made the trip, but I do not mind confessing that by the time the next transfer comes around, I hope that boats will be running again, to whatever destination fate (and "FP") may have in store for us.



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LETTERS TO THE EDITORS

(Continued from page 21)

DEPARTMENT OF STATE

Washington, D. C.

December 10, 1942.

To the Editors

The American Foreign Service Journal

Department of State

Washington, D. C.

SIRS:

I do not think there was an officer in the entire Foreign Service to whom that Service stands more deeply in debt than to Charles Hosmer. There is many a man serving in far flung, isolated, and perhaps dangerous posts today who is easier in his mind as to his own future or that of his wife and child because of the work done by Charlie Hosmer in putting in order the Foreign Service retirement system. If I was allowed only one adjective to describe him, I think it would be "kindly." It was his kindness, his all-embracing human sympathy, that was the mainspring of the years of gruelling work he put in for the peace of mind of his fellow officers and, in consequence, for the betterment of the quality of the service they are rendering.

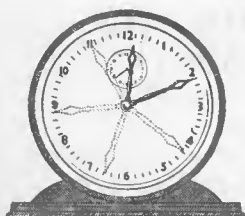
On the personal side, none of us who knew him did not love him and he was widely known among all ranks. His humor was of the keenest and there never was a more cheery companion. Whoever had him for a friend knew right where to find him. I was one of those who did and I was and am the richer for it. He has helped more than one man through a tough spot and if all those to whom, in the course of a useful life, he has given of his help, his wise counsel and sympathetic advice should testify, you should have a large and grateful company indeed.

COERT DUBOIS.

MARRIAGES

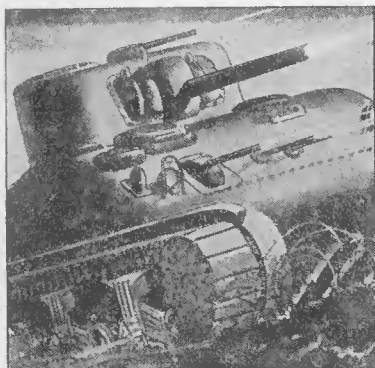
WRIGHT-LAMPSON. Miss Mary Caroline Wright and Mr. Edwin T. Lampson were married on December 12 in Washington, D. C. Miss Wright is the daughter of the late Ambassador J. Butler Wright and is now in the Division of American Republics of the Department. Mr. Lampson is also in that Division.

THE AMERICAN FOREIGN SERVICE JOURNAL

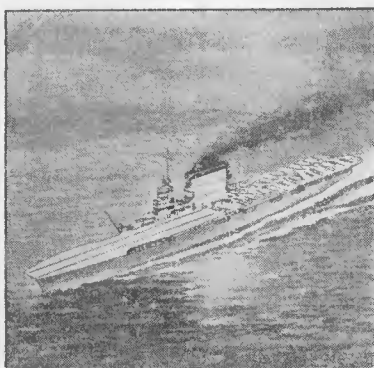


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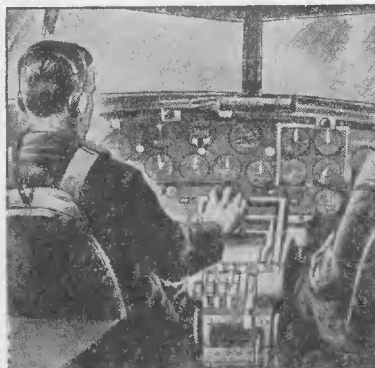
From Westinghouse Laboratories and plants: fire-control devices, instruments for America's tanks.



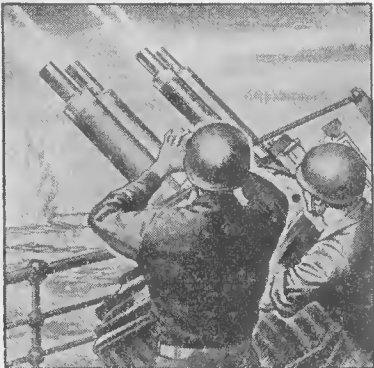
Turbines, gears, elevators, signal systems, and other electrical devices for Navy ships.



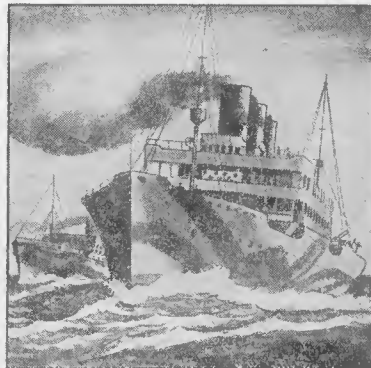
Communications equipment "walkie-talkie" sets, plastic helmets, binoculars, for ground forces.



Instruments, radios, generators, plastic parts, and lighting equipment for bombers and fighters.



Anti-aircraft gun mounts, naval ordnance, and electrical fire-control apparatus.



Propulsion equipment, generators, and auxiliary motors, for ships of the merchant marine.

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Water Heaters* . Fans* . Irons . Wash-
ers* . Ironers* . Vacuum Cleaners* .
Air Conditioning** . Commercial Refriger-
ation** . Lamps and Lighting Equip-
ment . Switches and Sockets . Elevators**
 . X-Ray Equipment . Meters . Relays .
Lightning Arresters . Circuit Breakers .
Generators . Steam Turbines . Motors .
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Equipment

*Manufacture discontinued for duration.
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5:30 p.m. to 12 a.m. Eastern War Time
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NEWS FROM THE DEPARTMENT

(Continued from page 23)

Why our Advertisers Advertise

In making out our 1943 advertising schedule the Business Manager of the JOURNAL gets keen satisfaction out of some of the replies such as:

From the Mayflower Hotel, Washington, D. C.:
"It is a pleasure to continue our advertising with you."

From the Pan American Airways System: "Your publication is read and constantly looked forward to with great interest by many of the key members of our executive staff."

For You With Visa Feet

COMMANDER COLE, on one of the Visa Review Committees has composed the following little gem:
(To be sung to the tune of "One Dozen Roses")

Giff me von little wisa,
Yst von little wisa
For mine bruder now in Camp de Gurs.
He vonce vas ein furrier,
A werry good furrier,
Unt always voted democrat.
He vil join de Army unt fight for victory
He vud join the Navy but he's scared to go to sea.
So giff me von little wisa,
Yst von little wisa
Unt send it to the von I luff.

FOREIGN SERVICE RETIREMENTS

The following retirements from the American Foreign Service became effective on November 1, 1942:

Harold C. Playter, FSO—Class V.
Horace Remillard, FSO—Class V.
James B. Young, FSO—Class II.
Alexander W. Weddell, American Ambassador.

The following American Foreign Service Officers will retire during the coming year:

January 1, 1943:

John P. Hurley, FSO—Class II.
James G. Carter, FSO—Class IV.

February 1, 1943:

John K. Davis, FSO—Class I.

March 1, 1943:

John W. Dye, FSO—Class IV.
Hugh Ramsay, FSO—Class VIII.
Herbert S. Gould, FSO—Class II.

April 1, 1943:

Walter A. Adams, FSO—Class I.
Herndon W. Goforth, FSO—Class V.

May 1, 1943:

Louis H. Gourley, FSO—Class IV.

THE AMERICAN FOREIGN SERVICE JOURNAL

VISITORS

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

November

Cyril Thiel, Guayaquil	13
Robert McBride, Habana	13
Gordon H. Mattison, Basra	13
Boaz Long, Quito	14
William Cordell, Madrid	16
Marjorie Copeland, Rio	16
Oscar Jose, Jr., Mexico	16
Jeannette Cohlman, London	17
Juanita Griffin, Algiers	17
Herman Moss, Belfast	17
Thomas Strong, La Paz	17
Ellis Briggs, Habana	17
Thomas J. Maleady, Caracas	18
Fay Boyle, Mexico	18
William R. Marshall, Habana	18
Elizabeth Barnes, Madrid	19
Girvan Teall, Barranquilla	19
Karl de G. MacVitty, Noumea	19
Hortense Uhlrich, Tangier	19
Richard A. Poole, Montreal	19
R. Henry Norweb, Lima	19
Harvey R. Wellman, Rio	20
W. Stratton Anderson, Jr., Accra	23
Henry P. Kiley, Port-au-Prince	23
A. M. Warren, Ciudad Trujillo	23
Frances N. Head, London	23
Eric G. Lindahl, Stockholm	23
Katherine M. Andrick, Bogota	23
Thomas P. Dillon, Moscow	24
Henry M. Wolcott, Nassau	24
Sabin J. Dalfores, Ciudad Juarez	25
Samuel Reber, Department	25
Marcelino da Costa, Luanda	25
Robert Bradburg, Panama	25
W. Charles Bridgett, Guatemala	25
Allan Dawson, Department	26
Harold Tewell, Rio	27
Warwick Perkins, Toronto	27
David M. Clark, Department	27
T. J. Noel	27
Jack Howard Heck, Algiers	28
Harvey Noorman	30
John R. Bartlett, Jr.	30
John J. Muccio, Panama	30
Harriett K. Barrows, Santiago	30
William F. Germain, Rio	30
Donald C. Marelius, Vigo	30
Mrs. Willard Beaulac, Madrid	30
Waldo Ruess, Chungking	30
James S. Moose, Jr., Jidda	30
Paul G. Minneman, Habana	30

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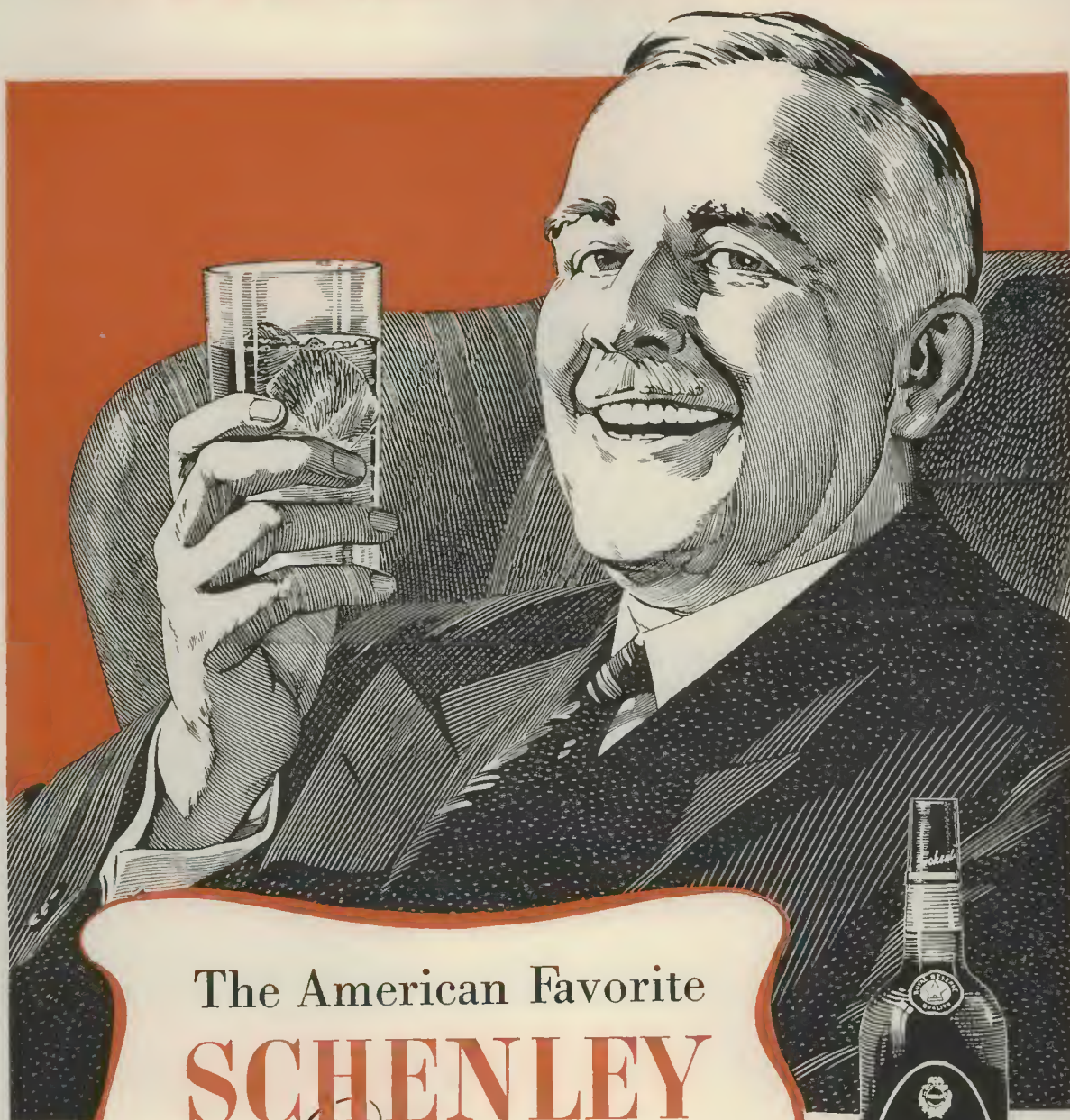
December

Philip W. Thayer, Santiago	1
Frederick R. Mangold, Mexico, D. F.	1
E. George Davis, Rio	1
Donald W. Forsyth, Rio	1
Larry Barnette, Bahia	1
Beatrice J. Hegg, Santiago	1
Charles Stewart, Santiago	1
Eugene F. Rinta, Stockholm	1
Glenn H. Bethel, London	1
William C. Sullivan, Madrid	1
Sheldon B. Vance, Rio	1
J. Forrest Crawford, Cairo	1
Frank Shull, Jr., Rio	2
Eugenia McQuatters, London	2
Pierce Brady, Rio	3
Magdalena Gaulin, Basel	3
Arnaldo Brenguer, Vauparaiso	3
Nellie M. Aubuchon, Santiago	4
Dorothy Sweeney, Santiago	4
Allan McLean, Jr., San Salvador	4
Alfred J. Henney, Rio	4
Margaret Hays, Buenos Aires	4
Hector C. Adam, Jr., Hamilton	4
John Z. Williams, Tampico	4
Harold M. Waddell, Cairo	5
Stephen B. Jenkins, Santiago	7
George A. Makinson, Barcelona	7
Frank F. Snook, Lima	7
William P. Cochran, Jr., Managua	8
William J. Banning, Rio	8
George F. Kelly, Kingston	8
Dudley E. Cypress, St. John's	8
Malcolm P. Hooper, Panama	8
Arthur Silverman, Rio	8
Dorothy Brown, Guatemala	8
J. C. White, Haiti	8
Louis Fernandez, Asuncion	9
Gretchen Ahlswede, Santiago	9
Everett Drumright, Chungking	10
Kendall B. Perkins, Mexico D. F.	10
Burton Y. Berry, Istanbul	11
Clay H. Henderson, London	11
Angelo D. Valenza, Matamoros	11
Horace V. Geib, Bogota	14
Boies C. Hart, Jr., Chungking	14

COVER PICTURE

Close up of electric arc welders in safety masks.
U. S. Army Signal Corps Photo.

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