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MERANO, SWITZERLAND

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No. 3

FEDERAL-AMERICAN FINANCE
BY JOHN POOLE

Explaining How a Bank Makes Money



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Shanghai

By A. M. GUPTILL, *Clerk, Shanghai*

ON your visit to Shanghai you will, presumably, arrive on a large American trans-Pacific liner from one of the Japan ports. In all probability the first inkling you will have of the nearness of a new continent will be a sudden change in the color of the sea water, the clear blue of the Japan waters being replaced by a muddy yellow. Then you will know that China is not far off. After a number of hours of steaming through the unpleasant waters off the China coast you will see just coming over the horizon a tiny yacht-like ship. This is the pilot boat, which stays off the mouth of the Yangtze River, one of the greatest streams in the world and the cause of the muddy water near the China coast.

You will proceed some 60-odd miles up the Yangtze and then, turning to your left, will enter the mouth of the Huangpu River, on which Shanghai is situated. The ship's speed will be lowered to about 12 knots, and after a 14-mile run you will sight Shanghai. You will probably be disappointed, for Shanghai is situated upon alluvial soil, which has been brought from the mountains by the Yangtze and Huangpu Rivers in ages gone by and which, being deposited upon the sea bottom, has gradually built up a vast flat plain. Although rich in the substances which produce wonderful crops, this plain is not fertile when it comes to scenery. And, again, although the Shanghai Harbor is one of the largest in the world, one can not appreciate its size upon one's first approach to it, as the river, a section of

which comprises the harbor, is tortuous so that it is impossible at any given point to see from one end to the other, as is the case in most American seaports.

Your ship will be pushed alongside the China Merchants Central Wharf, and after the officers of the Chinese Maritime Customs have examined your baggage you will be permitted to go ashore, where you will be guided by a smartly uniformed European porter to a big omnibus, which will convey you to a hotel.

If you have been anticipating strange sights and a new atmosphere you will probably be disappointed with your hotel surroundings, for with the exception of the Chinese servants, who are more numerous than would be Americans in a similar place, you might well be in any great American city. Your room will be as comfortable as any you would find at home, and the food equally good. A stringed orchestra will play while you enjoy your meals, and well-dressed men and women will share the luxuriously fitted dining room with you. But, if you use your eyes and ears carefully, you will, after the first sense of bewilderment has left you, commence to realize that, after all, there is something different. The people will be found to be a strange breed to you, for here in the Shanghai hotels men meet from all over the Far East, and, in fact, it is no exaggeration to say from all over the world, and your ear will hear English ranging from the cultured accent of the educated Englishman and American to the broken speech of Russians and the strident tones of hardy shipmasters whose voices are accustomed



to roaring commands at sea. Men meet here who have not seen one another for years, and if you eavesdrop a bit you may hear tales of far-off Chunking in West China, of Siberia, and of Yunnan, equally far to the south and west. In fact, any Shanghai hotel lounge is a perpetual geography classroom, with lecturers who have seen and done the things they describe.

In points of interest Shanghai is unique in having very few as compared with the average Chinese city, but if your guide is a good one he will take you to see some of the interesting little temples which are hidden away among tall office buildings, where priests still conduct their services as they did before the foreigner invaded their quietude. And out in the heart of the native city, surrounded by Chinese buildings, you will find the Willow Tea House, made famous the world over due to its design being adopted by the makers of tableware. Another point of interest is the Lung Hwa Pagoda, the only one of its kind near Shanghai, which is seven stories high. It is easily accessible by motor car and is worth a visit.

But the point of interest, in the way of the unusual, is the Siccawei Settlement, which was established by the French Jesuits in 1847. Here is one of the best-equipped meteorological observatories in the world, from which the fathers send out weather signals twice daily, and which is operated entirely at their own expense. And here are also located schools for both boys and girls, ranging all the way from small children to college

men and women. To the feminine members of the party it will be an especially enticing spot, as the girls make some excellent French laces and embroideries, which can be obtained at very reasonable prices, when compared with those in vogue at home.

But after your guide has shown you all of Shanghai's stock show places you will still be dissatisfied. You will by that time be sufficiently curious about the city to want to find out for yourself why this flat, perhaps unattractive, city draws so many foreigners, for within its limits there are some 15,000 Europeans and about 30,000 Japanese residents, and you will readily see that there must be some reason for their presence. The answer will be apparent if you will stroll along the Bund—that is, the water front which reaches along the west bank of the river from the Garden Bridge, near the Astor House, to the French Concession—at any time during the day, for the chanting, sweating, grunting coolies, thousands of them, wrestling with cargo of all descriptions, will reveal to you that commerce is the magnet which has drawn together the men of all races and built this city of 1,500,000 people upon what 60 years ago was little more than a swamp.

Shanghai is really a combination of several distinct municipalities into one commercial whole which far-seeing people think of as Greater Shanghai. The principal business section is known as the International Settlement, and is



Photo by R. V. Dent.

THE BUND, SHANGHAI, SEEN FROM THE CONSULATE GENERAL



located on the most advantageous part of the harbor front. It is governed, under treaty with China and the foreign powers, by a municipal council, composed of Europeans and Americans. Then there is the French Concession, which is held by the French Government under another treaty with China, and which has its own municipal council. In addition, there are surrounding these two foreign-controlled areas the Chinese Districts of Chapei, Paoshan, and Nantao, each of which has its own Chinese local government; and across the Huangpu River, where are located factories, docks, and Chinese residences, there is still another separate Chinese district, called Pootung.

Within the limits of the International Settlement there is, first, a large commercial district, bordering on the Bund with its large modern steel and concrete buildings, the most imposing of which is the structure of the Hongkong and Shanghai Banking Corporation, which an enthusiastic newspaper man once termed "The Cathedral of Finance." This section extends back about one and one-half miles and gradually changes into a beautifully kept residential section with very little to suggest China. And so it is with the French Concession, save that its business district is considerably smaller. Within the limits of the foreign-controlled areas are broad paved boulevards, electric lights, and all the other appurtenances of modern civilization. But you can never quite forget that you are in China, for while you roll along in a comfortable motor car you pass rugged coolies straining with overloaded wheelbarrow loads of merchandise, and others carrying their burdens suspended from either end of poles which they carry across their shoulders as yokes. Sights like these are constant reminders of the fact that you are in a country where man power is cheaper than either horses or motor cars.

One of the things to cause you to ask questions is sure to be the presence of Indian Sikh police in the International Settlement, standing out in the splendor of their average of 6 feet and more, which height is enhanced by their brightly striped turbans.

These men were brought here by the British many years ago, before a reliable Chinese police force could be organized, and due to their loyalty and efficiency as a backbone for the rank and file, which is composed of Chinese constables, they have been retained and are supplemented by a small but skilled European force. In the French Concession the policing is done by Chinese, who are supported by Annamites from the French colony of that name in Indo-China, under the direction of French officers.

No visitor to Shanghai is content until he has seen the shops on Nanking, Kiukiang, and Canton Roads, where are to be found silks, jewels, silver, and all the rest that goes to make up China produce. There are three large silk shops which specialize in supplying tourists, and few are the women who are able to withstand their tempting wares.

In the realm of amusements Shanghai is well equipped to cater to all tastes. Restaurants where one can both dine and dance abound. There are several large and well-furnished cinema houses, and in the world of out-of-door sport there is everything. Horse racing is probably the premier sport of Shanghai, after which come yachting, football, baseball, cricket, tennis, golf, paper hunting, track sports, rowing, and swimming. The municipal council maintains an excellent recreation ground within the confines of the race course, and provision for further sport is made at Hongkew Park, located outside the geographical limits of the settlement but connected to it by a road constructed by the municipality and consequently under its control.

Having seen the landward side of the city, before you leave take a motor-boat trip around



ASTOR HOUSE, HOTEL, SHANGHAI



the harbor in order that you may carry away a lasting impression of the real significance of Shanghai and a true understanding of its importance. Work slowly along and you will pass through thousands of small native craft, ranging all the way from tiny sampans upon which whole families live and die, fishing junks from the islands off the coast which arrive daily to supply the Chinese with one of their chief items of food, junks from Formosa with firewood and lumber, junks from Foochow with long cedar poles which are used in the construction of native houses, canal barges from the far-off interior, squat river steamers which ply between Shanghai and Hankow on the Yangtze River, an occasional shallow-

draft steamer from Suifu, sixteen hundred miles up the Yangtze in the heart of Szechuen, a province which alone contains 100,000,000 people, to the lordly liners from San Francisco, Seattle, and Vancouver. Mark carefully the cotton mills, the dockyards which build ships up to 10,000 tons at present, lumber yards which cover acres of ground, warehouses or godowns which hold untold treasures of cargo, and after you have seen this 9-mile water front which is already reaching greedily out into Chinese territory for more and more land, you will realize that you have been a passing witness to a drama—the creation of a great city out of what a half century ago was a mere village.

AN EARLY WORK ON THE ART OF DIPLOMACY

HOW little the essentials change is a general and rather trite observation, but a member of the Foreign Service must again be struck by it in looking through the pages of Francois de Callières' *De La Manière De Négociier Avec Les Souverains*, first published in 1716. Many of the passages, with only a slight change in terms, might have been written today.

De Callières' work is probably most widely known to the Foreign Service through the extracts reproduced therefrom, in the quaint French of the original, by Sir Ernest Satow in *Diplomatic Practice*, but an excellent English rendition of the whole became available in 1919 through the publication by Constable and Company in London of a book entitled *The Practice of Diplomacy*, by A. F. Whyte, a member of the British Diplomatic Service. The book consists of a well-written

introduction, dealing with Foreign Office and Foreign Service reform in their British aspects, and the translation of de Callières' distillation of his observations and experiences in the field of diplomacy.

De Callières was a diplomatic agent of Louis XIV. He is described in 1716, on the title page of his book, as "formerly Ambassador Extraordinary and Plenipotentiary of His Late Majesty entrusted with the Treaties of Peace concluded at Ryswick" and "One of the Forty of the French Academy." De Callières recounts in a dedication to the Regent that he devoted himself to the study of international affairs from his youngest years. He shows himself at once as ardent an advocate of the need for training in diplomacy as anyone in these days 200 years later.

"There has been in general," he writes, "no discipline nor fixed rules of the Foreign Service of His Majesty by which good citizens destined to become negotiators might instruct themselves

in the knowledge necessary for this kind of employment. And indeed we find that instead of gradual promotion by degrees and by the evidence of proved capacity and experience . . . one may see often men who have never left their own country, who have never applied themselves to the study of public affairs, being of meager intelligence, appointed, so to speak, overnight to important embassies in countries of which they

(Continued on page 83)



BUBBLING WELL ROAD, SHANGHAI

The Development of American Commercial Policy

The first of three articles based upon lectures delivered in the Foreign Service School of the Department of State, January, 1926

By WALLACE McCLURE, *Assistant to the Economic Adviser*

UNDER the general subject of the policy which a country pursues in its commercial dealings with other countries a rather wide range of topics might appropriately be included. For the purposes of brief discussion, however, it is necessary to seek the essential and to discard everything else. Naturally those elements of the subject which most regularly enter into international agreements and are thus shown to be of recognized concern to the countries of the world should be first examined.

The criterion by which is determined whether a policy has international aspects is, indeed, in the last analysis the fact of its real interest or lack of real interest to more than one country. While the suggestion has been put forward that the maintenance by any one nation of high tariff rates is a matter of concern to the other nations, the facts remain that the United States and other countries generally guard with the utmost jealousy their sovereign powers to legislate as they please in respect of rates of customs duties and that a country is not usually considered to have cause for complaint, no matter what duties are charged, if its commerce is treated in this respect as well as is that of other countries. Most countries today are willing to accord a high degree of equality of treatment to the commerce of other countries with them. It is around this aspect of the subject of commercial policy that the United States and a majority of the other countries of the world most often negotiate their commercial treaties and engage in most of their international discussions of commercial policy.

Policies of equality and of inequality are concretely expressed in various ways, but principally by means of charges levied upon goods passing through national customshouses and upon ships entering a country's ports.

Goods which enter a country through its customshouses are not in competition, so far as duties are concerned, with goods which are produced and consumed within the country and never cross its

frontier. Hence in respect of customs duties equality of treatment is accorded if the same duties are levied upon goods of a particular kind from any particular country as are levied upon similar goods from the country to which is accorded the best customs treatment; that is, in general, the lowest duties. This is called *most-favored-nation* treatment.

On the other hand, ships flying a country's flag enter its own ports as well as foreign ports in the same manner as and in direct competition with the ships of other countries. Hence, equality of treatment in tonnage dues, and other dues levied upon ships and upon their cargoes as such, presupposes that these duties shall not vary as between a country's own ships and the ships of other countries entering its ports. This is called *national* treatment.

Equality of treatment, therefore, consists primarily in most-favored-nation treatment of goods in trade and in national treatment of shipping.

I

The Long Struggle of the United States for National Treatment of Shipping

At the time of the early settlements in North America and of the founding of the United States as an independent country statesmen were influenced in determining commercial policy by a system of political economy which had been worked out in part by theorists and in part by the logic of events and which had as its characteristic feature the attempt to enrich national states by means of a properly directed trade with other national states. An abundance of gold and silver was desired, not only for ordinary use as money but as the most available means of obtaining in time of war the stores needed for the support of armies. Hence trade was said to be favorable when precious metals were flowing into a country, with the usually necessary accompaniment of an excess of commodity exports over imports. The



export of raw materials, however, might deplete the supply needed for home manufactures and, moreover, manufactured goods sold, of course, for higher prices; so raw materials found favor as imports rather than as exports. Colonies were looked upon as sources of raw materials and as markets for manufactured goods. Ships of other countries, if used in foreign trade, would have to be paid for their services; national vessels not only kept their profits within the country but were needed as naval auxiliaries in time of war.

The leading tenets of mercantilism have seldom been accepted by economists since the early part of the nineteenth century; but certain ones of them continue to dictate the opinions of the man in the street. In its day mercantilism contributed largely—some historians think decisively—to the causes of the American Revolution. The present article is concerned only with the mercantilist navigation laws, primarily those of Great Britain, where mercantilism reached its highest development.

Acts for the purpose of favoring the national shipping by restricting or prohibiting commerce carried on in foreign vessels were passed in England as early as the fourteenth century, and the charters of companies intrusted with organizing the American colonies frequently contained such provisions. The most appropriate starting point, however, from the American point of view, is the navigation act of 1651, adopted by the Cromwell Government primarily for the purpose of wresting

from the Dutch their primacy in the ocean carrying trade. It provided (1) that products of Asia, Africa, or America could enter England and its dominions only in ships of which the proprietor, master, and a majority of the crew were English; (2) that products of European countries could be imported only in English ships or ships of the country of origin; (3) that importation from foreign countries must be direct from the place of production. Certain minor exceptions to these requirements, however, were permitted and undoubtedly the way was open for much evasion. In 1660 an important law was enacted for the purpose of confining a large portion of foreign trade to ships built in England and its possessions. It also enumerated seven important articles which could not be exported from the colonies to any foreign country. A little later an act was passed for the purpose of confining nearly all colonial imports to British ships laden in British ports.

Alterations in and additions to the navigation laws were from time to time made, but they remained the same in principle until after the independence of the American colonies. Compared to others of the British acts of trade, they excited no very great opposition; in some respects they actually benefited colonial trade. Probably the policy of exclusions directed against foreign ships was generally accepted, and it is certain that individual colonies passed acts for the purpose of favoring their own shipping over that of the other colonies. The first impulse of the revolutionary

government was to sweep away all trade restrictions. The preamble to the commercial treaty which accompanied the treaty of political alliance with France in 1778 contained, in its preamble, the following language:

“The Most Christian King, and the 13 United States of North America, to wit, New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, willing to fix in an equitable and perma-



NANKIN ROAD, SHANGHAI



ment manner the rules which ought to be followed relative to the correspondence and commerce which the two parties desire to establish between their respective countries, states, and subjects, His Most Christian Majesty and the said United States have judged that the said end could not be better obtained than by taking for the basis of their agreement the most perfect equality and reciprocity, and by carefully avoiding all those burthensome preferences which are usually sources of debate, embarrassment, and discontent; by leaving, also, each party at liberty to make, respecting commerce and navigation, those interior regulations which it shall find most convenient to itself; and by founding the advantage of commerce solely upon reciprocal utility and the just rules of free intercourse; reserving withal to each party the liberty of admitting at its pleasure other nations to a participation of the same advantages."

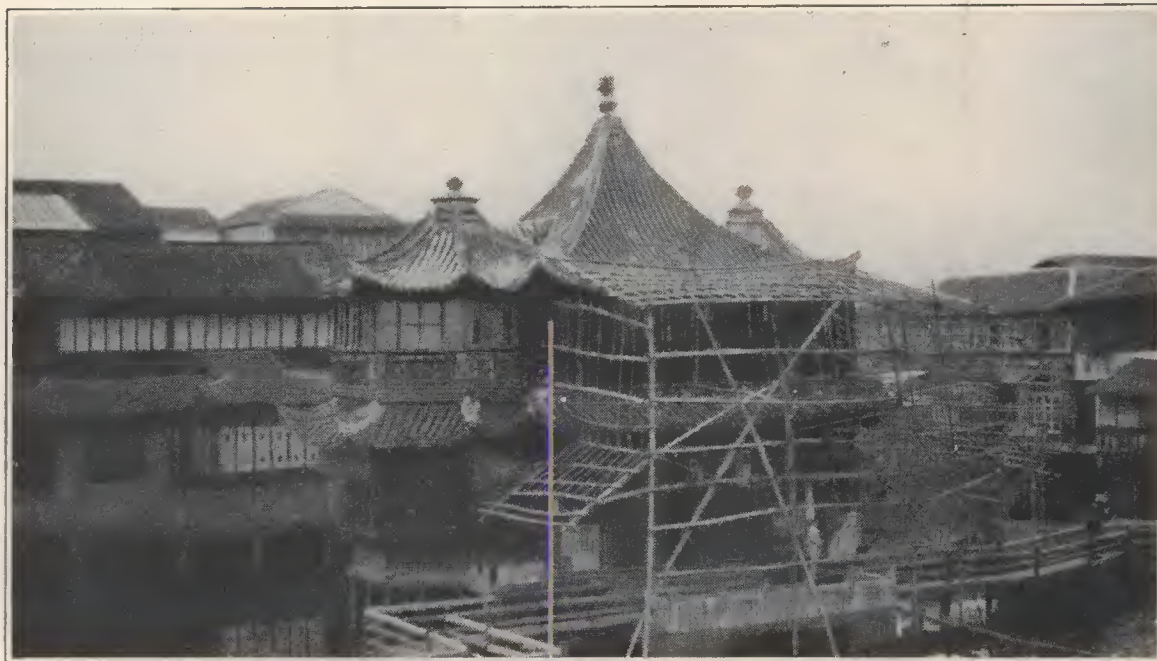
Nearly half a century later John Quincy Adams declared that this preamble was "The first instance on the diplomatic record of nations, upon which the true principles of all fair commercial negotiation between independent states were laid down and proclaimed to the world," and that it was "To the foundation of our commercial intercourse with the rest of mankind what the Declaration of Independence was to that of our internal government. The two instruments were parts of one and the same system matured by long and anxious deliberation of the founders of this Union in the ever-memorable Congress of 1776; and as the Declaration of Independence was the foundation of all our municipal institutions, the preamble to the treaty with France laid the corner stone for all our subsequent transactions of intercourse with foreign nations."

It can hardly be asserted that, viewed from the present, American practice under the early treaties was worthy of so glowing a tribute. No provision was anywhere included for the national treatment of shipping; the characteristic promise was that of the treatment accorded to the vessels of the most-favored country. From the point of view of that day, how-

ever, it was not to have been expected that the United States would accord equality of treatment when the world in general was not prepared to offer such treatment in return. Aside from its expression in treaties, American commercial policy from the Declaration of Independence until the Constitution was in operation proceeded from the individual states, not from the central government. The promotion of American shipping was an important aim of state laws.

As far back as 1704 the colonial legislature of Pennsylvania had imposed a tax upon the tonnage of all vessels which did not belong entirely to inhabitants of that colony. In 1787 the State of Pennsylvania provided for a reduction of 5 per centum from its import duties when goods were imported in vessels built in that state and owned to the extent of at least two-thirds by citizens thereof. Pennsylvania did not stand alone in these inequalities. After the Revolution most of the states enacted tariff laws making duties lower on goods imported in ships built and owned by their own citizens, and making tonnage dues less than in the case of other ships. Discriminating duties were used to retaliate against Great Britain when, the former colonies having become foreign territory, the British navigation laws were applied against American ships and, in particular, the British West Indian ports were closed to them. In their laws imposing tonnage dues the states followed the same general policy of protecting domestic vessels and of replying in kind to foreign discriminations.

New York imposed double duties on goods imported in foreign vessels; Rhode Island singled



TEA HOUSE, CHINESE CITY, SHANGHAI



out British ships and made their cargoes dutiable at triple rates. Pennsylvania placed a special tonnage tax on the shipping of countries which had no treaty with the United States. The Congress of the Confederation vainly sought permission from the states to follow on a national scale examples such as those given. Thus, in dealing with the mercantilistic navigation laws of Europe and of each other, the American states fought fire with fire.

With the establishment, under the Constitution, of a central government entrusted with exclusive powers in the control of customs and shipping, the situation with respect to both policy and practice was definitely clarified. In one of the earliest debates of the House of Representatives, James Madison asserted that commerce ought to be as free as the policy of nations would permit; also, however, that if America were to leave its ports perfectly free and make no discrimination between vessels owned by its citizens and vessels owned by foreigners, while other nations were making such discrimination, American policy would tend to exclude American shipping altogether from foreign ports and the country would be materially affected in one of its most important interests.

Two measures of discrimination were promptly enacted: (1) a provision for a discount of 10 per centum of the required import duties upon all goods imported in American vessels and extraordinary duties upon a few enumerated articles, notably tea, if imported in foreign bottoms; (2) a provision for levying upon alien vessels entering the ports of

the United States dues of 50 cents per ton; on vessels built within the United States but owned wholly or in part by foreigners, 30 cents per ton; and on vessels built and owned in the United States, 6 cents per ton.

In 1803 the Congressional Committee of Commerce and Manufactures made the following report:

"That so much of the several acts, imposing duties on the tonnage of ships and vessels, and on goods, wares and merchandise, imported into the United States, as imposes a discriminating duty of tonnage, between foreign vessels and vessels of the United States, and between goods imported into the United States in foreign vessels and vessels of the United States, ought to be repealed, so far as the same respects the produce or manufacture of the nation to which such foreign ships or vessels may belong—such repeal to take effect in favor of any foreign nation, whenever the President shall be satisfied that the discriminating or countervailing duties of such foreign nation, so far as they operate to the disadvantage of the United States, have been abolished."

Immediately after the War of 1812 a law was passed embodying almost exactly the language of this report and thereby extending an invitation to the world to join the United States in removing discriminations in the so-called *direct* trade; that is, trade between the country the flag of which a vessel flies and other countries, in distinction from *indirect* trade, in which the vessel trades between ports both of which are in foreign countries. Heretofore American



COURTYARD, BUBBLING WELL MONASTERY



shipping discriminations had fallen like the rain upon the just as well as upon the unjust; true, the "just" countries which maintained something of equality of treatment were few in those days, but the policy was crude. The act of 1815 indicates the real nature of American policy; as the Senate Committee on Foreign Relations said in 1822, "The countervailing measures adopted by Congress are entirely defensive; * * * we are ready to abandon the restrictions on the English navigation as soon as England manifests a disposition to give up the restrictions which she was the first to impose on our navigation." England (together with its colonies) was not only the country with which the bulk of American trade was carried on but the outstanding proponent of inequalities respecting the treatment of shipping.

The decade and a half following 1815 was one of great activity aimed toward the establishment of equality — through legislation and also through direct negotiation with other countries. Congress went so far as to exclude from importation into the United States goods brought in the indirect trade by vessels of countries that enforced similar restrictions against American vessels.

The treaty for the cession of Louisiana (1803) had provided that for 12 years the ships of France and Spain, respectively, when coming directly from France and Spain or from their respective colonies and laden only with home or colonial produce, should be admitted to the ports of the ceded territory "in the same manner as the ships of the United

States coming directly from France or Spain or any of their colonies without being subject to any other or greater duty on merchandise or * * * tonnage than that paid by the citizens of the United States." These privileges were not, however, to be extended to other foreign countries.

On July 3, 1815, the policy of the act, already referred to, passed earlier in that year, was incorporated into a treaty (which is still in force) with Great Britain. It stipulated that the vessels of the United States and Great Britain engaged in the direct trade between the former and His Majesty's territories in Europe should be reciprocally accorded national treatment. In his annual message

of the same year the President expressed the hope that agreement thus reached would be "improved into liberal arrangements on other subjects." The outstanding objective of American policy became equality of treatment in British West Indian ports, trade with which and between which and Europe was in those days especially profitable. But American efforts in this direction met long and stubborn resistance. There ensued a veritable war of exclusions, discriminations, and retaliations.

Meantime, a treaty of 1822 with France provided for the gradual equalization of charges falling upon ships in the direct trade. Treaties of 1824 with Colombia and Russia, however, included only the old provisions for most-favored-nation treatment of vessels. The treaty of 1825 with Central America provided that the two parties being "desirous of placing the commerce and navigation of their respective countries on the liberal basis



LUNGHUA PAGODA



of perfect equality and reciprocity" should agree that their respective citizens were to enjoy "all the rights, privileges, and exemptions in navigation and commerce which native citizens do or shall enjoy." A treaty of 1826 with Denmark provided for national treatment in both the direct and indirect trades, but made exception of the Danish colonies. Treaties of 1827 with the Hanseatic Republics and with Sweden and Norway provided fully and specifically for national treatment in the modern sense of the word, applicable alike to the direct and indirect trades and making no exceptions. Treaties of the same kind with Prussia, Brazil, Austria, and Russia quickly followed.

In 1828 the United States completed its statutory policy begun in the act of 1815 and made it conform to the policy of the new treaties by extending the invitation of reciprocity so as to include the indirect as well as the direct trade. Though in each case the American policy found ready acceptance in a number of important maritime countries, Great Britain continued to hold aloof from further liberalization of policy.

A noteworthy step was, however, taken in 1830. Acting in accordance with an informal agreement between the two countries, Congress passed a law authorizing the President to issue a proclamation opening the ports of the United States to British vessels and cargoes arriving from the colonial possessions subject to no higher duty of tonnage or impost, or charge of any description, than would be levied on vessels of the United States arriving with similar cargoes from the same places, whenever he should receive evidence that the British colonial ports would be opened to vessels of the United States on like terms. Before the end of the year President Jackson was able to issue his proclamation to this effect. Thus passed discriminations in the direct trade with the British West Indies, a trade which since colonial days had been regarded by Americans as of especial importance to their maritime well-being. British ships laden with British products were, moreover, permitted to enter the ports of the United

States from the British American possessions, including Bermuda, notwithstanding the fact that they were carrying on an indirect trade, without the payment of other duties in respect of either tonnage or cargo, than would be paid by American ships under the same circumstances. The exemption of indirect trade, however, in the sense of carrying the goods of independent third countries, from liability to discrimination, remained yet to be achieved. Thus the arrangement of 1830 with Great Britain did not go to the extent of the offer of the United States set forth in the act of 1828 or of the provisions incorporated in a number of commercial treaties.

Though almost persuaded to accept equality, Great Britain waited nearly 20 years before becoming altogether converted to the doctrine as espoused by the United States. In 1847 the American Minister addressed the following communication to the British Foreign Office:

"Universal reciprocity, in the widest sense, is held by the American Government as the only thoroughly appropriate basis for intercourse between two great nations. The prohibition of the indirect trade has but restrained enterprise; it has done good to neither country. To abrogate it would at once set free dormant commercial wealth, without injuring anyone.

"Should Her Majesty's Government entertain similar views, the undersigned is prepared, on the part of the American Government, to propose that British ships may trade from any port in the world to any port in the United States and be received, protected, and, in respect to charges and duties, treated like American ships; if, reciprocally, American ships may, in like manner, trade from any port in the world to any port under the dominion of Her Britannic Majesty.

"The removal of commercial restrictions, while it would be of mutual advantage to the material interests of both countries, could not but give openings to still further relations of amity between them; and, by its influence on the intercourse of nations, create new guarantees for the peace of the world."



A SIKH POLICEMAN



By an act effective January 1, 1850, Great Britain repealed what was left of its old restrictive system; foreign vessels were permitted to engage in traffic between the colonial ports and the mother country and to import cargoes originating in any country whatsoever. Shortly before the date mentioned American collectors of customs were instructed to admit to the ports of the United States, without the payment of discriminatory import or tonnage duties, vessels flying the British flag bringing cargoes from any portion of the world. Eventually the nations generally accepted the idea of full equality in navigation.

The United States thus achieved one of its greatest diplomatic victories. Not without some errors and inconsistencies, the American Government had pressed steadily forward in its efforts to free shipping from restrictions, a part of which effort found expression in its doctrines of neutrality and freedom of the seas, questions which, like that of equality in dues and duties collected, were brought face to face with new and different problems by developments in the first quarter of the twentieth century—many of which problems remain unsolved at the present time.

(To be continued)

AN EARLY WORK ON THE ART OF DIPLOMACY

(Continued from page 76)

know neither the interests, laws, customs, or the language, nor even the geographical situation." And yet de Callières would "hazard a guess that there is perhaps no employment in all His Majesty's service more difficult to discharge than that of negotiation. It demands all the penetration, all the dexterity, all the suppleness which a man can well possess. It requires a widespread understanding and knowledge, and above all a correct and piercing discernment."

IMPORTANCE OF MANY CONTACTS

"There is undoubtedly room in all the larger embassies," he writes in another part, "for a great variety of talent, which will find an appropriate field of action if the head of the mission is wise enough to give the younger men their chance. . . . On no account should be (the chief of mission) allow prejudice regarding social rank or political opinion to stand in the way of the formation of useful relations between members of his staff and different parties in the country. . . . It is to be observed that those embassies which are sent to popularly governed states must be chosen with greater care and equipped with a more varied staff

than those despatched to a foreign court where the government rests entirely in the hands of the King."

The book is filled with advice, homely and practical, on the work of diplomacy. De Callières observes that "most men in handling public affairs pay more attention to what they themselves say than to what is said to them. Their minds are so full of their own notions that they can think of nothing but of obtaining the ears of others for them, and will hardly be prevailed on to listen to the statements of other people. . . . One of the most necessary qualities in a good negotiator is to be an apt listener."

De Callières warns against the "error of one famous Ambassador of our time who so loved an argument that each time he warned up in controversy he revealed important secrets in order to support his opinion."

"But indeed," he hastens to add, "there is another fault of which the negotiator must beware. He must not fall into the error of supposing that an air of mystery, in which secrets are made out of nothing and in which the merest bagatelle is exalted into a great matter of state, is anything but a mark of smallness of mind and betokens an incapacity to take the true measure either of men or of things."

POINTS ON DESPATCH WRITING

On despatch writing de Callières offers some of his most concrete and serviceable advice. "The letters which a diplomatist writes to his prince," he tells us, "are called despatches, and should be stripped of verbiage, preambles, and other vain and useless ornaments."

"The despatches of a really adept diplomatist," he continues, "will present a picture of the foreign country, in which he will describe not only the course of the negotiations which he himself conducts but a great variety of other matters which form the essential background and setting of his political action. It will contain the portraits not only of the King himself but of all his Ministers, and indeed of all those persons who have influence upon the course of public affairs. Thus the able diplomatist can place his master in command of all the material necessary for a true judgment of the foreign country, and the more successfully he carries out this part of his duties, the more surely will he make his master feel as though he himself had lived abroad and watched the scenes which are described.

"The best despatches are those written in a clear and concise manner, unadorned by useless epithets, or by anything which may becloud the



clarity of the argument. Simplicity is the first essential, and diplomatists should take the greatest care to avoid all affectations such as a pretence of wit or the learned overweight of scientific disquisitions. Facts and events should be set down in their true order, and in such a manner as to enable the proper deductions to be made from them. They should be placed in their right setting to indicate both the circumstances and the motives which guide the action of foreign courts. Indeed, a despatch which merely recites facts, without discussing them in the light of the motives and policy of persons in authority, is nothing more than an empty court chronicle. The right kind of despatch need not be long, for even the fullest discussion of motive and circumstance can be presented in a compact form; and the more compact and clear it is the more certainly will it carry conviction to the reader."

This leads de Callières to suggest that "the diplomatist will find it useful to make a daily note of the principal points of which he must render an account, and he should make a special practice of sitting down at his desk immediately he comes from a royal audience, and writing out to the best of his recollection exactly what was said, how it was said, and how it was received. This diary, which is a valuable part of diplomatic equipment, will greatly assist him in composing his despatches and will give him a means of correcting his own memory at any later date. He should draw up his despatches in the form of separate short articles, each to a single special point, for if he were to present his despatch in one unwieldy, unbroken paragraph it might never be read. A shrewd old negotiator of my acquaintance said with truth that a despatch written in an orderly fashion and in several short clear paragraphs was like a palace lighted by many windows so that there was not a dark corner in it."

PURITY

"Gentlemen: How pure is my explaining ability, to acknowledge the gratitude, the thanks I would feel, in this case specially, I would see there is God present, giving the goodness in a great man, who can understand the being of a person who can not buy protections or help on account of having no fortune. For any intention I remain obliged with thanks and appreciation."

From K. S. Patton.

MOTHER GOOSE UNDER FIRE

From the Washington Post

ALL the old traditions are failing us, one by one. Ghosts, fairies, witches, giants and griffins have long since gone into the discard before the onward march of an iconoclastically scientific world. No longer does the leprechaun beat his rick-a-tick-a-tack with his little hammer on the tiny shoe which he is making for Queen Titania; no more is the voice of the lonely banshee heard wailing around palace or castle predicting, with never-failing certainty, the imminent death of one of its inmates. Milton's Faery Mab that ate the junkets and his Lubber Fiend that threshed more corn in a few hours of the night than ten men could do in a whole day are sadly out of date, and even Sir Walter Scott, were he living today, would, with all his courage, hesitate long before venturing to build a Lay around the secrets of a magic book and the pranks of a goblin page. The only remnants of the preternatural left are the ectoplastic spirits so dear to the heart of Conan Doyle, and even they would seem to have vanished before Houdini and his \$10,000 challenge.

There was, however, one domain of make-believe which hitherto was regarded as sacred and safe from the attacks of sacrilegious hands and vicious tongues—the domain of the nursery rhyme. But behold! the newest scientific device, the radio, is pressed into service in order to demolish once and for all the imaginative fabric on which countless generations of children have been suckled and lulled to rest, amused, interested and generally brought up. Mother Goose is characterized as a horrible old woman, who encourages children to steal, to lie, to practice bad manners, and to speak bad English. The union of the cat and the fiddle is, it appears, dangerously unethical, and that wonderful performance of the cow in jumping over the moon is heresy *in excelsis*. Mother Hubbard and Jack Spratt and his wife, and Tom the Piper's son are henceforth to be tabu in decent nursery circles. Rude Jack Horner is to give place in future to Jack Cable, who is a model of politeness. This is how the virtues of the latter are sung:

Little Jack Cable, when at the table,
Tried to be very genteel,
So father and mother and sister and brother
Always enjoyed each meal.

One wonders how they could, as evidently



something was wrong with poor Jack, because he was not acting naturally.

The way in which, in the newest style of kindergarten pedagogics, all imagination is to be stifled in the child is well illustrated in the "non-goosean" rhyme recited by a four-year-old girl on the radio on Friday night:

In my head so nice and round
Twenty-eight strong bones are found.
In my trunk are fifty-four,
That I add to my bone store,
While my limbs have plenty more,
Full one hundred twenty-four.
Thus each perfect person owns
Just two hundred and six bones.

A poor substitute, this, for the glorious range of the despised, but by no means deposed, Mother Goose.

Incidentally, if one takes the word bones in its strictly Pickwickian sense, one might lawfully ask whether 206 of them do not form a rather stinted allowance for "each perfect person."

If the cat, the fiddle, the cow, the little dog, the dish, the spoon, the black hen, Jack Horner and the other heroes of the good old days are to go and with them, as is intimated, Santa Claus, Toby the Welshman, Jonah and the Whale, David and Golliah, and Old King Cole, then all one can say is, God help the little prigs of the next generation!

When you need additional shelves in the office, get your carpenter to use the stock from the wooden cases which contained your supplies from the Department. The writer has just tried this with excellent results and a real saving to the Government, for lumber is not cheap.

Sounds like an inquisition, doesn't it, but these few suggestions are very humbly submitted for your consideration in the belief that if all of us will follow them the Government's supply bill, as far as the Foreign Service is concerned, will be materially reduced.

WHAT THE PASSPORT DOESN'T MEAN

Honourable Sir:

I the undersigned Citizen of the United States of America, born at B——, N. Y. obtained a passport from the American Legation at W—— No. 137. in order to depart to the United States, at the same time I obtained money enough from the American Legation at W—— to make my

journey, and now being in Paris it missed me money, because I had a chance at the Station Zirich; I went out from the train for one minute and I was latig the train.

I paid 48 dollars for an authomobil to hunt after the train, but I couldn't to catch the train, now I have not any money to buy a ship ticket.

Therefore I dare to beg you Honourable Sir, to take care of me at the fundamental of the passport;—"in case of need to give him all lawful Aid and Protection" and the word "Aid" I thing is signified, support of money also—to lend me 50 dollars, that I shold can to buy a ticket. At the same time I oblige myself to return to you the money, being in the United States.

I am hoping that you will not Honourable Sir. refuse my petition, I am,

Your trully servant,

(Sd.) M—— C——.

From H. T. WILCOX, *Vigo*

OLD FASHIONED RELIEF

From S. GREENE, 3RD, *Vice Consul*

One hears so many stories about how "bad" the old-time seaman was in comparison with the modern mariner that with a view to informing the world in general what a great mistake this is I am quoting below an excerpt from a despatch dated June 8, 1898, addressed to Hon. John Bassett Moore, Assistant Secretary of State, found in the archives of the Prescott office.

The despatch has to do with one Howard Steele, an American seaman, whose boat, as usual, "went away and left him."

In describing this maltreated seafarer, the Consul reports:

"Mr. Steele is intelligent, gentlemanly, well posted as a seaman, carries extra clothing with him, and after careful questioning I am satisfied that his complaints have foundation. This is his first trip on the Lakes; is a deep-water seaman. He feels that he has been very unjustly treated. I provided him with transportation to Tonawanda, N. Y. (a near-by lake port), and will be kept posted as to his address."

The little story regarding Mr. Steele would not be complete without adding that the archives further disclose that the Consul in furnishing relief and transportation to the United States for Mr. Steele spent the huge sum of \$0.10.



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The purposes of the Journal are (1) to serve as an exchange among American Foreign Service officers for personal news and for information and opinions respecting the proper discharge of their functions, and to keep them in touch with business and administrative developments which are of moment to them; and (2) to disseminate information respecting the work of the Foreign Service among interested persons in the United States, including business men and others having interests abroad, and young men who may be considering the Foreign Service as a career.

Propaganda and articles of a tendentious nature, especially such as might be aimed to influence legislative, executive or administrative action with respect to the Foreign Service, or the Department of State, are rigidly excluded from its columns. Contributions should be addressed to the American Foreign Service Journal, care Department of State, Washington, D. C.

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CONTENTS

SHANGHAI—By A. M. Guptill..... 73
AN EARLY WORK ON THE ART OF DIPLOMACY 76
THE DEVELOPMENT OF AMERICAN COMMERCIAL POLICY—By Wallace McClure..... 77
MOTHER GOOSE UNDER FIRE..... 84
MANDALAY (Poem)—By Larry Briggs..... 86
SAVINGS IN THE POSTAGE ALLOTMENT—By G. S. Messersmith..... 91
NECROLOGY 93
BIRTHS 94
MARRIAGES 94
SERVICE CHANGES..... 95
THROUGH FLORIDA TO CUBA—By M. P. Dunlap 96
ORGANIZATION OF CONSULAR CORPS IN PORTO ALEGRE—By E. K. Farrand.....100
THE VICE CONSUL AND THE TRUNK—By H. B. Hitchcock105

MANDALAY

By LARRY BRIGGS, formerly Consul, Rangoon

Far away across the ocean, underneath the tropic skies,
Clad in oriental splendor, Burma the enchantress lies;
There she weaves her spell of magic over all who pass
her way
From rainy, rock-bound Mergui to smiling Mandalay.

Burma, land of rice and rubies, famed for wealth in
ancient days,
Land of hpongyis,¹ punkas,² peacocks, of pagodas,
palms and pwés³;
Land of fever, flux and flea-bites; land of tigers, thirst
and teak,
Land of dainty, dusky damsels, smiles that lure and
eyes that speak.

When the summer rains are ended by the dry, north-
east monsoon,
And the Irrawaddy steamer blows its whistle at
Rangoon,
Oh, it's then I'd pack my kit-bag and lay my work away,
And set forth to drown my cares in genial, joyful
Mandalay.

There I'd sit in my pajamas in the old dak⁴ bungalow,
Sipping drinks on the veranda, while shimmering down
below
In pageant panorama spread out before me lay
The wavy, dancing lines of hazv, dreamy Mandalay.

When the fronded palms are mirrored in the lotus-lined
lagoon,
By the flood of ambient silver from the mellow Burma
moon,
And 'round the princely palace, which of old was
Thibaw's throne,
The patient, pious hpongyis chant in dreary, drawling
drone.

Then the tiny, temple hti⁵ bells tinkle faintly from afar,
By the Arakan pagoda and the Shwe-ta-chaung bazaar,
And hand in hand together the silk-clad lovers stray
Through the fairy, magic maze of mystic, moonlit
Mandalay.

Mandalay, I hear you calling and I long to be with you,
Where skies are always balmy and hearts are kind
and true;
Oh, guide my footsteps thither, nor longer let them stray
From the pleasant, palm-shade paths of playful, peace-
ful Mandalay.

And when my task is ended and my record is complete,
And I'm called to meet my Maker before His judg-
ment seat,
If I have aught of merit which permits a word to say,
Mine would be this humble favor: Take me back to
Mandalay.

¹ Hpongyi (pronounced pongee)—a Burmese Buddhist priest.
² Punka—a ceiling fan, made of cloth-covered board, swung by
a rope through a pulley or a hole in the wall.
³ Pwé—a play, usually performed out of doors, very popular
with the Burmese.
⁴ Dak—traveler's. These bungalows are usually the property
of the Public Works Department. There are no good hotels in
the interior of Burma.
⁵ Hti (pronounced tee)—the metal umbrella covering the spire
of a pagoda or other sacred building. From the edge of this
hti are hung tiny bells, which are swayed by the lightest wind,
making a faint musical tinkie.



ITEMS



MR. PERCIVAL DODGE, Minister to Yugoslavia, has been appointed Minister to Denmark, and Mr. John Dynley Prince, Minister to Denmark, will take the Belgrade post.

Mr. Jefferson Caffery has been appointed Minister to San Salvador.

The Board of Review of the Foreign Service concluded its work on February 15.

Diplomatic Secretary Matthew E. Hanna will proceed to Latin America to inspect the Diplomatic Missions in that part of the world.

Consul General Ralph J. Totten is proceeding to Addis Abeba for the purpose of determining the advisability of establishing in that capital either a diplomatic mission or consular office.

Consul General Samuel T. Lee will take a short vacation at his home in West Rutland, Vt., before leaving on an inspection trip in South America.

Consul General Homer M. Byington is leaving for New York to spend the remainder of his vacation before returning to Naples.

Consul George M. Hanson has been assigned as consul at Colon.

Vice Consul John McArdle, who was recently assigned for duty in the Consulate General at Mexico City, left for that post on February 6.

Vice Consul Sidney A. Belovsky, Vancouver, who spent a portion of his leave in Southern California, will spend the remainder at his home in Brooklyn, N. Y.

Vice Consuls Franklin B. Atwood, Plymouth; Arthur R. William, Caracas; and Chauncey B. Wightman, Callao-Lima, took the oral test



AT WARSAW

Left to right, Lt. Col. R. I. McKenney, Mil. At.; W. S. Howell, Jr., First Sec.; L. W. Rogers, Com. At.; Mr. John B. Stetson, Jr., Minister; Theo. Jaeckel, Con. Gen.; S. Hawks, Third Sec.



of the Foreign Service examination on February 9.

Vice Consul Leonard N. Green, Yokohama, who was one of the officers detailed to Tokyo after the earthquake in Japan in September, 1923, and accompanied Consul General N. B. Stewart to that post, has now returned to the United States on leave.

Consul Robert R. Patterson, Mrs. Patterson and their two children, Liverpool, are now in the United States on leave, which they will spend in Detroit and New York City.

Consul Clarence J. Spiker, Swatow, who has been in Washington for several weeks, will go to West Palm Beach, Fla., to visit his parents before returning to China.

Consul Clinton E. MacEachran, Ghent, and Vice Consul John J. Muccio, Hamburg, spent some time early in February with Mr. Worley of the Treasury Department at the Appraisers' Stores, New York, receiving information and guidance in the matter of properly handling consular invoices.

Letters recently received in the Department report that Consul Richard L. Sprague, Gibraltar, is greatly improved in health.

Upon the closing of the Consulate at Cadiz, Consul Lucien N. Sullivan has been instructed to proceed to Cienfuegos, to which post he has been assigned.

The engagement of Miss Caroline Sherman Story, of Washington, D. C., to Mr. Edward Lyndal Reed, American Foreign Service Officer, has been announced. While no definite date has been set for the marriage, it is understood it will take place this coming June.

Vice Consul Charles Henry Coster, Florence, was married on January 18, 1926, and is spending his honeymoon on the Riviera.

Consul Sydney B. Redecker, Medan, who recently visited the Department, is spending his leave of absence in Brooklyn, N. Y.

Consul Robert D. Murphy and Mrs. Murphy are now in the United States on vacation. It is understood that Mrs. Murphy has not been

in the best of health lately, and she spent some time in Baltimore undergoing treatment.

Consul Edward I. Nathan, Palermo, spent the greater portion of his leave in Nebraska, where his eldest son is attending school. Consul Nathan returned to Palermo on February 2.

Mr. Sheldon Whitehouse, Counselor of the Embassy at Paris, is dividing his leave between New York and Washington.

Mr. Reed Paige Clark, who was recently appointed a Diplomatic Secretary, spent several days in the Department before proceeding to Monrovia, Liberia, where he is to be Charge d'Affaires during the absence on leave of American Minister Solomon Porter Hood.

Mr. George R. Merrell, Jr., Port au Prince returned to his post on February 2.

Foreign Service Inspectors were last heard from at the following places:

Consul General Louis G. Dreyfus, Jr., Lisbon, Portugal.

Consul General Robert Frazer, Jr., Bangkok, Siam.

Consul General Thomas M. Wilson, Cape Town, Africa.

Consul General James B. Stewart, Niagara Falls, Ontario.

Consul General Samuel T. Lee, Department.

The Journal learns with regret that Consul W. Roderick Dorsey, Tsingtao, recently underwent hospital treatment, and hopes for his early recovery and return to active duty.

Consul W. M. Parker Mitchell, who has not been in good health recently, is now on leave of absence which he contemplates spending in Richmond, Va.

Consul Leonard G. Dawson, Messina, who is now in the United States on leave, spent several days in New York in conference with officers of the Federal Trade Commission.

Vice Consul Alfred Nestor, Oslo, is now on leave of absence, which he expects to spend at his home, Geneva, N. Y.

Consul General and Mrs. William H. Gale, Amsterdam, will spend a short vacation at Aiken, S. C.



Vice Consul Manson Gilbert, Cobh, will spend most of his leave in Washington, D. C.

Vice Consul Dale W. Maher, Prince Rupert, who took the Foreign Service examination on February 9, is now on leave at his home in Joplin, Mo.

Trade Letters Upon Radio Satisfactory

Consular officers who replied to the questionnaire of a prominent radio concern will be interested to note the following expression of appreciation of their efforts which the Department has received:

"I wish to avail myself of the opportunity to compliment the Consular Service and the Department upon the uniform excellence of the many reports received by us pursuant to the Department's circular of last August.

"It has fallen to my lot to handle this world survey of radio conditions, and I am frank to say that the reports received comprise some of the most valuable commercial data we possess. The two hundred or more communications so far forwarded to us evidence a careful preparation and a genuine effort.

"Off-hand I recall certain reports as especially meritorious, but wherever compliance with our questionnaire has been possible the report based thereupon has been complete, intelligent and eminently satisfactory."

The American Minister at Vienna has concluded a reciprocal agreement with the Austrian Government, effective February 15, 1926, by which Austrians and Americans of the non-immigrant classes as defined in Section 3 of the Immigration Act of 1924 will be granted visas at \$2.00 each; application gratis. Transit visas will be issued at 25 cents each.

A local coal merchant was sending some American coal back to a customer in the United States and applied for an invoice of returned American goods. He wanted a receipt for the consular fee, and it was pointed out to him that the one-dollar stamp on the duplicate was practically a receipt. He looked at it dubiously a moment and said, "You don't get much nowadays for a dollar, do you?"

The State Department Club held its regular meeting at Rauscher's on the evening of Janu-

ary 25, 1926. Mme. Schumann-Heink sang. Mme. Schumann-Heink has sung for the Club before and her concert this time was no less remarkable than her prior appearances.

The Foreign Service School has held the following lectures:

Central America (Guatemala, Salvador, Honduras, Nicaragua, Costa Rica, Central American Conferences, Relations between Central American Nations, American Policy and Problems in Central America), Mr. Stokeley W. Morgan.

Haiti, Mr. Edward L. Reed.

Dominican Republic, Mr. Orme Wilson, Jr.
Cuba, Panama, Colombia, Venezuela, Mr. Reed.

Peru, Mr. John H. MacVeagh.

Ecuador and Bolivia, Mr. John H. MacVeagh.

Chile, Mr. MacVeagh.

Argentina, Mr. Orme Wilson, Jr.

Uruguay and Paraguay, Mr. E. C. Wilson.

Brazil, Mr. E. C. Wilson.

General trade relations with Latin America, Dr. William R. Manning.

Economic problems in Latin America, Mr. Westel R. Willoughby.

Latin-America, Mr. Francis White.

Tacna-Arica, Mr. White.

The new class of the Foreign Service School and a number of officers assigned to the Department and others on leave in the United States were privileged on January 21 to hear Mr. Winthrop L. Marvin, Vice-President and General Manager of the American Steamship Owners' Association, who is without doubt one of the best authorities on the development and position of the American merchant marine in the United States. In his talk Mr. Marvin spoke at some length in appreciation of the assistance rendered to the merchant marine by consular officers and in particular mentioned the great value which his Association placed upon the reports on shipping matters which are being submitted in response to instructions from the Department and copies of which are forwarded through the Department of Commerce to the Steamship Owners' Association. He said that he considered them of such assistance that he personally handled every one of them which was received in his office. He also remarked upon the increasing value of the reports as the officers acquire skill in treating the subject of shipping. While Mr. Marvin



CHINESE WORKERS SORTING PEANUTS

has indicated the value of the reports from time to time in the Marine Journal, in which he owns a controlling interest, it is believed these men who have considered the reports of comparatively small value in connection with the amount of work involved will be glad to learn of the great appreciation and interest expressed by Mr. Marvin who is in such close personal contact with a large proportion of the owners of American vessels.

The Phi Beta Kappa Foundation has chosen Consul General Ernest L. Harris, of Vancouver, to be one of the members of the National Committee to forward plans in connection with the \$1,000,000 endowment fund authorized by the



A PEANUT GODOWN IN CHEFOO

National Council to mark the One Hundred Fiftieth Anniversary of the Fraternity. At present a memorial building is in process of construction at the College of William and Mary at Williamsburg, Va., and the same will be completed and dedicated to the Fifty Founders on December 5, 1926.

The endowment fund is intended to provide an income adequate for the purpose of encouraging in the high schools, colleges and universities of the United States a wider interest in scholarship and scholarly ideals.

PASSPORT AND CITIZENSHIP EXAMINATION

Officers in the field will be interested in the following written examination in passport and citizenship work which was creditably passed by the members of the Foreign Service School on December 30, 1925. The examination concluded the work of the School in these subjects which consisted of four lectures by Mr. Flournoy and some ten quizzes conducted by Messrs. Keiser and Scanlan.

Citizenship, Passports, and Registration

1. What persons acquire American citizenship by birth?
2. (a) What persons may be naturalized? (b) Name three requirements for naturalization?
3. Name two ways in which a native American citizen may expatriate himself?
4. (a) How does the presumption of cessation of citizenship arise against a naturalized citizen? (b) State four rules under which the presumption may be overcome?
5. Define the status under the Cable Act (September 22, 1922) of an American woman who married an alien, discussing briefly how she may retain or lose her American citizenship.
6. What are the essential requirements of a birth certificate which



is acceptable to the Department? Baptismal certificate?

7. What is a "report of fraudulent naturalization"? What are the essential requirements in a properly prepared report? Whose duty is it to determine when such a report should be prepared?

8. What do you understand by a "report of expatriation" and when is such a report submitted?

9. When should Form No. 213 (affidavit to explain protracted foreign residence; affidavit to overcome presumption of cessation of citizenship) be submitted to the Department? Discuss briefly the character of the opinion to be given thereon by the consular officer.

10. What evidence should be required or investigations undertaken by a consular officer in connection with the preparation of Form No. 213?

UNIMPORTANT

"Dear Sir: I am notified the Government has registered. And they register me. I told them I am American subJack. They sad nevir mind.

"Yours trouly,

"_____"

SAVINGS IN THE POSTAGE ALLOTMENT

By G. S. MESSERSMITH, *Consul General, Antwerp*

THE constantly increasing volume of correspondence at the Consulate General at Antwerp, and the gradually iuncreasing postal rates in Belgium for both domestic and foreign letters, drew my attention several years ago to the problem of keeping down the postage account of the office to the minimum consistent with proper and efficient administration. A study of the situation led to certain changes in the manner of handling correspondence which resulted in an immediate and very considerable saving in postage. It is possible that a few observations along this line may be of some interest.

As this is a supervisory office it was found that as many as five or even more letters were written to one of the other consulates in the district, or to one in another country, in a single day. The stenographers were addressing an envelope for every letter so written and in many cases the correspondence clerk, not think-

ing of economizing in postage, would mail each such letter separately. This was an obvious waste of both envelopes and postage. The stenographers were therefore requested not to prepare envelopes for certain offices which this Consulate General has occasion to address frequently. The mail clerk has on hand a supply of envelopes addressed to these offices, and after entering the day's correspondence all the letters for one office go into one envelope, the postage on which in most cases is not greater than that if the envelope contained only one letter. The saving made in envelopes is in itself worth while and that made in postage was found very considerable, especially in correspondence with consulates outside Belgium. If, for example, we had four letters to a Consulate General in another country in one day, only one envelope was used instead of four, and the postage was reduced on these letters from 20 cents to about 5 cents.

After this system had been in use for some months, it was found that a further saving could be effected by holding for a few days certain unimportant letters or acknowledgments. For the information of another office it is frequently necessary to acknowledge a letter, but the importance of the acknowledgment does not warrant the five cents postage on it alone. Every end is equally well served by holding it for a few days until it can accompany in the same envelope a more important communication to go out to that office. The correspondence clerk therefore now sends out every day every letter or document which efficiency and proper administration require should be sent out promptly. Letters and forms and other routine matter which can properly be held are allowed to accumulate for a few days and then mailed. A real saving has been effected in this way without any loss of efficiency.

A considerable number of invoices are received daily by mail at most consulates. The sender frequently requests that the certified duplicate be sent to the consignee or purchaser in the United States and that the quadruplicate be returned to him. The regulations of the Service require that in such cases proper postage and addressed envelopes be forwarded with the invoice. There is a certain amount of laxity in the enforcement of this regulation, and a considerable amount of postage is charged to the Government for the forwarding of such duplicates and quadruplicates which should be paid for by the interested parties. The cost of the postage on the duplicate and quadruplicate forwarded by the consulate to the inter-



ested parties can easily amount to as much as 10 cents on each invoice. If the volume of invoices received by mail is considerable, it is evident that the burden on the postage account of the office becomes very heavy. The expense for envelopes is itself an item, and forwarders of invoices should very properly be held strictly to the requirement of sending addressed stamped envelopes with their invoices. Forwarders of invoices frequently blame the miscarriage of invoices on the consulate officer, and leaving out of consideration all measures of economy, it is therefore evident that it is desirable that the sender should be held strictly to the furnishing of addressed envelopes for duplicates and quadruplicates.

The furnishing of addressed and stamped envelopes with invoices forwarded for certification is a question of education of the shippers, and it has been the experience of this and many other consular establishments that once a consistent effort is made to inform shippers of the necessity of this practice it is easily established. For our convenience, and to save the writing of letters, we have a printed slip which we send to shippers who do not follow this practice, informing them that delays will be incurred in the certification of their invoices if proper envelopes and postage are not furnished at the time that the invoice is forwarded. This usually has the effect of bringing recalcitrant or negligent firms into a proper attitude.

For the purpose of determining the present practice of the Service in handling outgoing correspondence, the incoming mail of this office was checked up for several days, and it was found that if the foregoing measures had been used by the forwarding offices there would have been a saving in postage on incoming letters of 52 cents. On the same day, by following the system used at this office, and above set forth, a total of over 60 cents was saved in out-

going correspondence. The application of these measures therefore, not considering what has been said concerning invoices, to the correspondence of one office both for incoming and outgoing letters would therefore have saved a total of over \$1.00 in a single day. The total saving effected by the Service by the more general use of this system may, therefore, be estimated as considerable. An examination of the mail received indicates that a few offices follow a procedure somewhat similar to that which has been outlined, but in general it appears to be the practice of the Service to mail every letter separately and to forward immediately acknowledgments and other routine or unimportant matter on which the full international postage must be paid.

As consular officers we desire to conduct our offices in a business-like manner, and the foregoing practice has been outlined as it may be suggestive and helpful in decreasing unnecessary expenditure chargeable to the postage allotment.

JEFFERSON CAFFERY

Mr. Caffery was born in Lafayette, Louisiana, and graduated from Tulane University with the degree of B.A. Shortly after leaving college he was appointed on the staff of the Governor of Louisiana with the rank of Lieut. Colonel.

He entered the Foreign Service March 2, 1911, when he was assigned as Secretary of the Legation at Caracas. He has subsequently served at many posts, and also during his career in the Foreign Service Mr. Caffery has served on a number of commissions and conferences.

Mr. Caffery has uniformly rendered good service in the various posts which he has been called upon to fill, and his promotion at this time to the rank of Minister may be regarded as a reward for this service.



JEFFERSON CAFFERY



WHEAT OR CHAFF?

"She must be a citizen as the Porto Ricans were made citizens by the Bill Jones. . . ."

"I went abroad to see my old father who died and then applied for a passport to come back to the United States. . . ."

"There is enclosed the application of A— B—who was born in New York together with her German birth certificate. . . ."

". . . Who requests the extension of his passport which includes his wife and children stamped valid for one year and not to be renewed without the express authorization of the Department of State."

NECROLOGY

The JOURNAL deeply regrets to announce the death on January 20, 1926, of Mrs. Lottie M. Koon, mother of Mrs. Wilbur J. Carr, in Washington. Her passing will be keenly felt by all Foreign Service officers who have met her at Mr. Carr's home during their visits to Washington or while on detail at the Department. Mr. and Mrs. Carr have the sincere sympathy of the entire Foreign Service.

The JOURNAL learns of the sudden death at Montreux, Switzerland, on January 18, 1926, of Mrs. Violet Ridgway Jaeckel, wife of Consul General Theodore Jaeckel, Warsaw.

Luther Short, 80, journalist, and former consular officer, died in a hospital at Daytona Beach, Florida, on December 30, 1925.

The deceased was for some years editor of the *Franklin Democrat*, Franklin, Indiana, and served as American Consul General at Constantinople, Turkey, from September 28, 1893, to September 16, 1897.

On February 3, Mr. W. L. Marvin died at New York. Mr. Marvin was vice-president and general manager of the American Steamship Association. His death was due to cerebral hemorrhage and is attributed to the shock received on learning of the suicide in Florida of his intimate friend of many years, Mr. W. M. Wood.

Mr. Marvin's name is familiar to many members of the Foreign Service through his sympa-

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thetic interest in the shipping activities of the consular service. He has written for the Consular Bulletin.

Mr. Marvin's connection with shipping interests began in 1904 as secretary of the United States Merchant Marine Commission at Washington and thenceforward to the end of his life he was one of the most earnest and efficient advocates of the rehabilitation and expansion of the American Merchant Marine. From 1905 to 1909 he was connected with ocean shipbuilding and ship owning interests.

Only shortly before his death the JOURNAL received a marked copy of the *Marine Journal*, of which he was the editor and owner in which the following excerpt was printed:

THE CONSULAR SERVICE AND THE MERCHANT MARINE

"Winthrop L. Marvin, vice-president and general manager of the American Steamship Owners' Association, and editor of the *Marine Journal*, addressed last Thursday in Washington a gathering of consular officials and graduates of the Consular Foreign Service School, at the Department of State, on the American Merchant Marine and its present scope and activities. Through the cooperation of the Department of State and the Department of Commerce, valuable reports on trade and shipping are now being regularly received by the American Steamship Owners' Association from American consular officers in important commercial areas throughout the world. These reports are at once made available for the steamship companies interested in the trade of each of these areas. Mr. Marvin expressed to the consular officers the appreciation which American shipowners feel for this important practical work of the Foreign Service of the United States.



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BIRTHS

A daughter, Louise Concepcion, was born on December 8, 1925, at Alicante, Spain, to American Consular Agent and Mrs. Albion W. Johnson.

A daughter, Eileen Therese, was born on December 15, 1925, at Halifax, Nova Scotia, to Vice Consul and Mrs. William Harris Brown.

A son, Richard Hopkins, was born on January 22, 1926, at Winnipeg, Manitoba, to Consul and Mrs. John G. Erhardt.

A daughter, Patricia Avent, was born on January 25, 1926, at Toronto, Ontario, to Vice Consul and Mrs. C. Paul Fletcher.

A daughter, Rosemary, was born on December 9, 1925, at Constantinople, to Consul and Mrs. Charles E. Allen.

A son, William Henry, was born on September 1, 1925, at Mexico City, to Mr. and Mrs. J. H. Gadbury. Mr. Gadbury is Special Disbursing Officer at the Embassy at Mexico City.

MARRIAGES

Haegland-Tolman. At Bergen, Norway, Vice Consul George Leighton Tolman and Miss Gudrun Olga Marie Haegland were united in marriage on December 12, 1925.

SEAMEN AND SHIPPING EXAMINATION

The Foreign Service School devoted the period from January 8 to January 27 to shipping and seamen under the direction of Consul Lowell C. Pinkerton. In addition to a series of quizzes on

the laws and regulations, the course included talks by Consul J. Klahr Huddle, Assistant Surgeon General J. W. Kerr, Mr. William M. Lytle, of the Bureau of Navigation, Mr. U. J. Gendron, of the Emergency Fleet Corporation, and Mr. Winthrop L. Marvin, Vice President and General Manager of the American Steamship Owners' Association. The program ended with a vivid representation of a busy morning in the shipping office of a Consulate in which Mr. Norton acted the part of a "hard boiled" skipper. Mr. Heard played the "sea lawyer" sailor, and Mr. Pinkerton the role of the Consul.

The course included the usual written examination made up of the following questions:

1. Give a complete definition of the term "vessel of the United States," and discuss the nationality of officers of such vessels.

Define the term "American Seaman."

2. Under what circumstances and by whom are provisional certificates of registry issued?

3. State briefly 10 grounds for the discharge of seamen and indicate in each case whether or not the master must pay extra wages and/or provide for the return of the seaman to the United States.

4. What is the practice and declared policy of courts of the United States with reference to disputes between the masters and crews of foreign vessels in ports of the United States?

What is the most notable exception to the practice stated above?

Who has jurisdiction over crimes committed on American vessels outside of the United States?

5. What vessels are required to procure bills of health?

6. What formalities must be complied with by a master employing seamen abroad?

What formalities must be complied with by a master discharging seamen abroad?

7. What reports are made by a consular officer in the case of the death of a seaman on an American vessel and what disposition should be made of the effects of such a seaman?

8. Define the term "desertion."

What disposition should be made of the effects and wages of deserters?

9. Under what circumstances and to what seamen may relief be afforded at the expense of the Government from the appropriation for the relief of seamen?

What may be included in relief?

10. What is the maximum amount which may be allowed to masters of American vessels for providing transportation to destitute American seamen?



How are the transportation charges paid?
What classes of seamen may a master refuse to transport?

BOOK REVIEWS

WITH LAWRENCE IN ARABIA—By *Lowell Thomas, London*. By its very title our minds travel back to about 1900, when Henty's books for boys were all the rage. Perhaps the author, an American and formerly a professor in Princeton University, must have had these same books in mind when he decided upon the title of the book under review. It is equally as romantic as any of Henty's stories, with the added fact that the events portrayed happened only a few years ago.

Perhaps all of us have a general idea of the work accomplished by Colonel Lawrence in his efforts to unite the numerous tribes of Arabia for the single purpose of defeating the Turks and eventually setting up an absolute independent State in Arabia. If you wish to add to this general idea the complete story as to how he accomplished this, then do not neglect to read this most interesting book.

While the publishers announce on one of the fly leaves that the information was obtained from a source other than Colonel Lawrence, yet one is inclined to the belief that he must have materially helped the author in gathering the facts upon which the book is written. This belief is greatly furthered by the numerous photographs of Colonel Lawrence in Arabian costume.

The contents of the book cannot be set out in detail; suffice it to say that it covers the early life of Colonel Lawrence, his interest in archaeology, residence in Arabia where he soon learned the language and customs of the people, then when Turkey entered the World War the gradual building up of the Arabian Army, both regular and irregular, the work accomplished by this army, and the final fall of Damascus, the objective of the whole drive to the northward. You will also find much information concerning the leading Arabs who took part in this campaign, chiefly amongst these Emir Feisal, now King of Bagdad.

SERVICE CHANGES

Diplomatic Branch

Rees H. Barkalow, Third Secretary, Peking, resigned.

Reed Paige Clark, Consul detailed to Mexico

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City, appointed a Secretary in the Diplomatic Service and Second Secretary at Monrovia.

Frederick P. Hibbard, Second Secretary, London, appointed Second Secretary, Warsaw.

DeWitt C. Poole, Consul General at Cape Town, appointed a Secretary in the Diplomatic Service and Counselor at Berlin.

G. Howland Shaw, First Secretary, Constantinople, detailed to Department.

William B. Southworth, Second Secretary Asuncion, resigned, effective January 12, 1926.

Consular Branch

Reed Paige Clark, Consul detailed to Mexico City, appointed a Secretary in the Diplomatic Service and Second Secretary at Monrovia.

Claude E. Guyant, Consul at Nottingham, resigned, effective January 30, 1926.

George M. Hanson, Consul at Trieste, assigned Consul, Colon.

John McArdle, Vice Consul detailed to Department, assigned Vice Consul, Mexico City.

H. Tobey Mooers, Consul detailed to Lisbon, assigned Consul, Turin.

Edward E. Silvers, Vice Consul at Oporto, temporarily, reassigned Vice Consul, Seville.

Dana C. Sycks, Consul at Turin, detailed to Buenos Aires.

Non-Career Service

Raymond E. Ahearn, clerk at Maracaibo, appointed Vice Consul there.

Charles W. Allen, Vice Consul and clerk Berne, appointed Vice Consul and clerk Basel.

Charles A. Amsden, Vice Consul and clerk Nogales, appointed Vice Consul and clerk Agua Prieta.

Waldo E. Bailey appointed Vice Consul and clerk Rosario.



John W. Brunk, clerk at Rio de Janeiro, appointed Vice Consul and clerk Victoria, Brazil.

Thomas E. Burke, Vice Consul and clerk Basel, appointed Vice Consul and clerk Malmo.

Rudolph E. Cahn, Vice Consul and clerk Rio de Janeiro, appointed Vice Consul and clerk Manaus.

Gaston A. Cournoyer, Vice Consul and clerk Manaus, appointed Vice Consul and clerk Montreal.

George R. Emerson, Vice Consul and clerk Antilla, appointed Vice Consul and clerk Nueva Gerona, temporarily.

Cyrus B. Follmer, Vice Consul and clerk Lyon, appointed Vice Consul and clerk Tallinn.

Joseph Hoffay, Consular Agent at Victoria, Brazil, resigned.

Fred H. Houck, to remain at Ghent as Vice Consul and clerk. Commission as Vice Consul, Bremen, cancelled.

Fred E. Huhlein, clerk Porto Alegre, appointed Vice Consul there.

Elisee Jouard, resigned as Honorary Vice Consul La Rochelle.

Edward H. Mall, clerk at Guadalajara, appointed Vice Consul there.

Orlando H. Massie, clerk at Goteberg, appointed Vice Consul and clerk Niagara Falls.

Arthur L. Meyer, now clerk Chihuahua, appointed Vice Consul there.

John A. Scott, Vice Consul and clerk Saltillo, appointed Vice Consul and clerk Nogales.

John M. Vebber, Vice Consul and clerk Rosario, appointed Vice Consul and clerk Asuncion.

Harold C. Wood, Vice Consul and clerk Salina Cruz, appointed Vice Consul and clerk Mexico City.

Stephen C. Worster, Vice Consul and clerk Aguascalientes, appointed Vice Consul and clerk Vera Cruz.

William W. Young, resigned as Consular Agent at Agua Prieta, Mexico.

THROUGH FLORIDA TO CUBA

(A Letter of Impressions from Habana, July 13, 1925)

By M. P. DUNLAP

Aloaha is no longer the land of golden promise—today that land is Florida. The dining car on the *Habana Special* from Washington fairly bulged with prosperous looking individuals enroute to the new El Dorado and the smoking compartments and "club car" echoed with tales of rising real estate. Notwithstanding the summer season which made mid-day traveling very hot, the stream of Florida-bounders (meaning those bound for Florida) seemed to include middle-Westerners, Pittsburghites, Californians, Virginians, New Englanders and no small aggregation from little old New York. And the great trees of the Land of Ponce de Leon stretched forth crumpled arms from the marshland to give all a mossy greeting.

So much moss. I have never seen such quantities of hanging moss in all my tropical experience. Great stretches of the land seem really very attractive—flat and forest covered—apparently virgin forest for the most part; few evidences of habitation of any kind. There were parts that might have been Siam and seemed suitable for rice-growing with the ample water supply. But apart from a little corn one did not see much cultivation. Oranges? I didn't see one in Florida. At the drugstore in Saint Augustine where I ordered an orangeade, the proprietor said: "Yes, we haven't any oranges now; they are so expensive! But we have some nice limes." So I took a limeade.

Jacksonville has quite an impressive sky-line

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extending along the river and some beautiful suburban drives and residences. It looks quite like a northern city, however, and in spite of the noonday heat there seemed little modification of clothing to suit the climate as one might expect. Most of the men wore dark suits and went "shirt waist" style. There were fewer "palm-beaches" evident than in Washington. I was delighted to find old friends in Jacksonville. We had delicious sea food in a handsomely appointed hotel which has a breezy cafe just under the roof, over-looking the city.

I spent one night at Saint Augustine in search of the Fountain of Youth. What a wonderful thing it would be to find! But I couldn't locate it although it seems there are several springs in the vicinity claiming the distinction but none of them have ever made good. St. Augustine seems like a bit of old Spain—oh, a very little bit—startled and overwhelmed by the rising tide of modern Americanism. It seems fairly to blush in face of so much florid advertising. And indeed Florida believes in signs. Even in the



FROM ONE CONSUL'S MORNING MAIL
The JOURNAL has printed many humorous letters received by Consuls. This one may not have been quite so funny

depths of the everglades where swamp and moss would seem to defy such encroachments, one's eyes are dazzled by giant billboards—one usually effectively placed at the turn in a roadway—emphasizing the qualities of an automobile tire, a soft drink, a seductive hotel or a mellow smoke. The first impression of St. Augustine is really striking. Lavish hotels in Spanish-Moorish architecture bearing such haughty names as "Alcazar" or "Alhambra" and outdoing the wildest dreams of the hard conquistadores who first put the place on the map—unfold vistas of seductive courts, elaborate fountains, colonnades, galleries, spired roofs, walls and gardens that almost take your breath away. They will no doubt take more than your breath, if you enter the charmed portals, but as they were closed for the summer season I didn't even enter. A very nice room in a most modest hostelry was obtained for \$2. It overlooked the sea with a view of the town at its best—stretching along a neat sea-rampart with the stern, picturesque outlines of the Spanish fortress dominating the harbor. Particularly in the glory of the moon as I saw it, does this fine old building assume its proper proportions—the haughty ghost of a vanished age. Here was a bit of medieval Castille—recalling the ramparts of old Manila although much less extensive. The theatrical atmosphere of the gorgeous new hotels pales in the presence of this simple, majestic relic of the real colonial Spain.

St. Augustine has an attractive plaza where the main interests of the town center and you don't miss anything for its all signed up: "Eat Here" (in electric lights); "Bebe Daniels in _____"; "Priscilla Dean in _____"; "Coral Park, the glory of Florida—Buy a Lot"; "Realtors"; "Insurance Agents." One window was devoted to the glories of Petoskey. "Come and be Cool. Glorious Petoskey, charm of the Michigan woods, etc." There were big colored photographs to illustrate. The picturesque cathedral which American money has kept in good repair, also has signs to be in keeping—and in order that the visitor may not miss any atmosphere. For example: "Gentlemen must remove their hats and ladies must cover their heads before entering this edifice." The original gates of St. Augustine are still there. The original walls must have long succumbed to the rising tide of modernism and the gates seem there by mere sufferance. The gates are flanked by big buildings covered with signs about automobile oil and filling stations. Autos now whiz not only between them but around them and they, realizing that their original purpose of keeping something out has long



been rendered unnecessary, seem about to whisper "Excuse me just for the moment" and then to tiptoe away. Some morning I am sure that when certain denizens of St. Augustine gather at the drugstore to drink their favorite soft drink (as I am told they do) the gates will have disappeared.

It was a night's ride from St. Augustine to Key West—there is certainly a lot to Florida. Miami was passed at the early hour of 3 a. m., so I was not fortunate enough to see the city of enchantment which, it seems, realtors have conjured up in a comparatively short time. For all accounts Miami must be attractive. Why, they say they are bringing people in truck-loads from as far north as the Carolinas. Concerts are given by the different "additions" in patios constructed for the occasion and lots are sold at auction to eager purchasers that as yet haven't seen them. Even in the environs of St. Augustine, I saw curbstones being laid, and concrete streets and walks with yellow and red sign-posts for the streets where there were as yet no houses but big signs in yellow and red (Spanish atmosphere!) explained that this or that was "Magnolia Addition—Watch Us Grow," etc. And constantly one hears the undercurrent of amazement: "What are all the people going to do, when they get here?" Most of the lots being sold, it is said, are too small to devote to any crop.

At Key West a well equipped boat was awaiting to transport us to Habana. A glimpse of Key West showed a low-lying cool-looking town with a harbor swarming with attractive motor-boats and pleasure yachts. The train ride out over the keys is quite an experience; the train at times seems gliding over the waves. After a pleasant seven hours' boatripe during which we were each given a comfortable cabin and supplied with an ample luncheon gratis, the coasts of Cuba rose into view—low-lying and unimpressive until the magnificence of Habana shapes itself out of the mists hanging over the sea.

HOW TO STUDY MODERN LANGUAGES IN COLLEGE, by Peter Hagboldt, Ph.D., University of Chicago Press.—This little pamphlet of 24 pages sets forth certain methods in connection with the study of foreign languages which the author believes to be helpful. The subject is treated from the standpoint of fundamental principles, pronunciation, extensive reading, vocabulary, speaking, etc. Perhaps some of the suggestions given in the sections devoted to extensive reading and to speaking would be



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helpful to Foreign Service officers. In the case of the former the author advocates both extensive and intensive reading. Most of us are familiar with the intensive method. For extensive work he advises reading at first a great deal of material which is quite familiar in order to acquire the meaning, not only of words, but of whole sentences and paragraphs. "A comparatively early development of a feeling for the foreign language, greater ease in overcoming grammatical difficulties, and a more natural building up of an adequate vocabulary are some of the outstanding advantages of extensive reading."

In order to obtain a speaking knowledge of a foreign language he advises, among other things, memorizing a great many set phrases, since language is made up of short phrases and word groups. He also recommends memorizing idioms of common occurrence, and passages written in simple prose, such as anecdotes, proverbs, and sayings distinctly characteristic of the foreign language. The sections on pronunciation, vocabulary, and grammar also contain helpful suggestions.

ORGANIZATION OF CONSULAR CORPS IN PORTO ALEGRE

By E. K. FARRAND, Vice Consul, Porto Alegre

IN May, 1925, a meeting was called by the Consular Representatives of the Argentine Republic, Germany and Italy residing in Porto Alegre for the purpose of organizing a Consular Corps.

All of the Consular Representatives in the city attended the meeting or signified their approval of the plan by letter. A Portuguese translation of the Rules and Regulations of the Consular Corps of the city of San Francisco, Calif., was approved by the meeting as suitable regulations for the local corps. A few minor changes were made, such as the substitution of the correct names of the local officials and the date of the Brazilian national holidays for those names and dates peculiar to the city of San Francisco.

In accordance with the provisions of the adopted regulations, the Consul General of the Argentine Republic was declared the Dean of the Corps and the Consul of Germany the Vice Dean.

The following are the regulations:

ARTICLE 1. The object and aims of the organization of the Consular Corps of Porto Alegre



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are to stimulate, promote and foster the official and social relations between its members, and to establish the modes of procedure to be followed when said members act as a collegiate Corps.

ARTICLE 2. All of the accredited Consuls and Vice Consuls in Porto Alegre are, by right, members of said Consular Corps.

ARTICLE 3. The Secretaries and Chancellors, although forming an integral part of this Corps, shall have neither voice nor vote in its deliberations, except when having the recognized character of "Acting Consuls."

ARTICLE 4. Every Consular representative on his arrival in Porto Alegre, after receiving the Exequatur which authorizes him to exercise his functions, shall inquire who is the Dean of the Consular Corps, and proceed to notify him of his arrival, in order that the Dean may notify the other members of the designation of the new Consul and of his incorporation in the Corps.

After this communication has been sent to the various members, the entering Consul shall proceed to call on each member of the Consular Corps personally, the first call being made on the Dean.

ARTICLE 5. The two Consuls General (of career) who have been in the city of Porto Alegre the longest are hereby declared and recognized as Dean and Vice Dean respectively.

It is generally understood that a Consul de Carriere is one who, being a citizen or subject of the country represented, receives a fixed salary as a public official of the country that appoints him and sends him to exercise his charge in Porto Alegre, where he is forbidden to engage in any profession, commerce, industry or art.

In case there are no Consuls General in Porto Alegre, the Dean shall be the oldest Consul of career.

ARTICLE 6. The Dean shall furnish all information which the new Consul may need with reference to the customs of the country and which is related to the exercise of his Consular functions.

ARTICLE 7. The Consuls, in due time, shall advise their colleagues, as well as the President of the State, the Mayor of the City and high Federal authorities, the days of the national holidays so that flags may be flown and at the same time the other members of the Consular Corps must present their personal and official respects.

The 7th of September and the 15th of November, anniversaries of the Independence of Brazil and the Proclamation of the Republic, the President of the State will be congratulated by the Consular Corps as a body, preceded by the Dean.



ARTICLE 8. The Dean shall communicate to the President of the State and the Mayor of the City notice of his election to the position of Dean of the Consular Corps, and in the same way shall give notice of the election of the Vice Dean.

ARTICLE 9. On the arrival of a member of the Cabinet, or of a foreign country, the members of the Consular Corps shall call upon him individually; and on arrival of the Chief of the Nation, the Consular Corps shall, as a body, make an official call.

ARTICLE 10. When the Consular Corps, acting as a body, makes an official visit or takes part in any public act or ceremony in response to the invitation of the President of the State or the Mayor of the City, a dress coat or uniform shall be worn.

ARTICLE 11. On the occasion of the death of the Chief Executive of a country, the flags of the Consulates shall be displayed at half mast from the moment when official notice is received by the Consulate of the Nation affected until the day of the funeral inclusive.

The Consuls shall call individually at the Consulate which is in mourning, wearing on this occasion a frock coat, black tie and gloves.

If any public funeral ceremony be held, the dress coat or uniform is obligatory.

ARTICLE 12. In the case of death of any member of the Cabinet of the United States of Brazil in active service, the flag shall be displayed at half mast the day of the death and the day of the funeral.

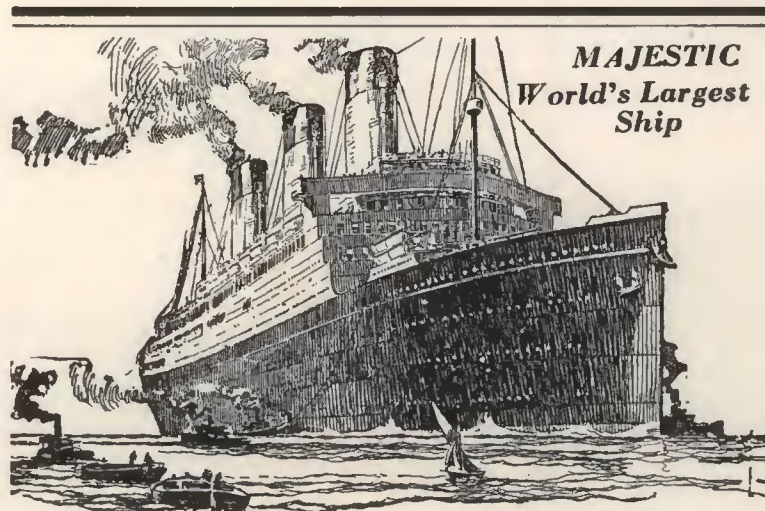
Individually, each Consul shall leave his card with the President of the State.

ARTICLE 13. On the death of a Minister or Ambassador of the Diplomatic Corps accredited to the United States of Brazil, the same procedure shall be observed; and a visit of ceremony shall be made to the Consulate affected by the death.

ARTICLE 14. On the occasion of the death of a member of the Consular Corps in Porto Alegre, the flag shall be displayed at half mast from the day of the death until the day of the funeral inclusive, all of the other members of the Corps attending the funeral in dress coats, black gloves and tie or a uniform.

ARTICLE 15. If any national holiday or anniversary occur during the period of mourning, the consulates shall raise their flags to top-mast-head, lowering them afterwards to half mast until the completion of the time indicated in the foregoing articles, the Consulate of the Nation directly affected by the death being excepted from this act.

ARTICLE 16. In case of popular disturbance or



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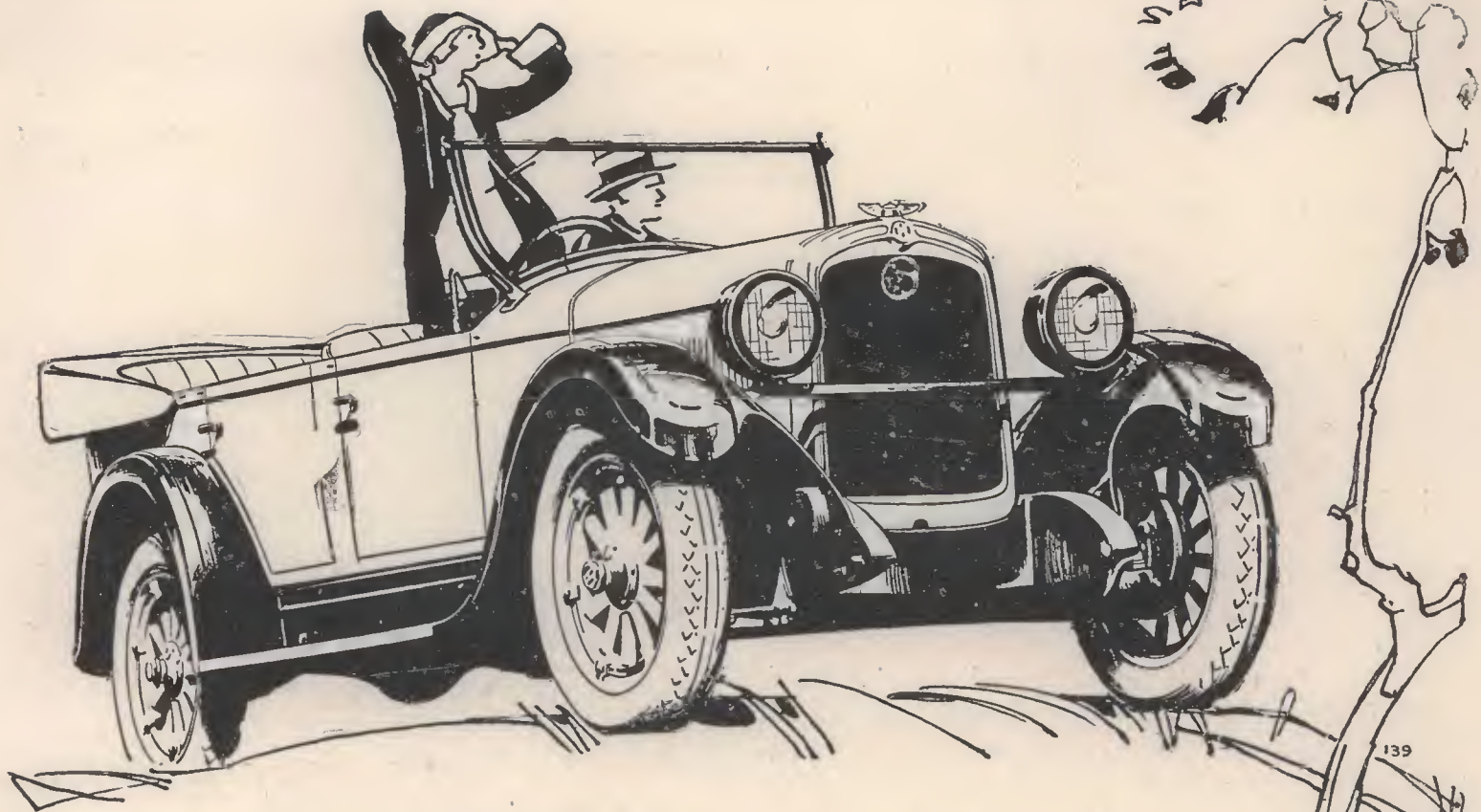
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S I X C Y L I N D E R S



commotion, the Dean of the Corps shall request of the competent authorities, when he thinks it necessary, that proper measures be taken to secure the safety of the consulates; each Consul being free to seek for his citizens the guarantees he deems necessary.

ARTICLE 17. In the case of epidemics, the quest from the proper office, the right being reserved always to each Consul to proceed in the clearing of vessels according to his own judgment.

ARTICLE 18. The first Saturday in January, at 3 o'clock in the afternoon, the members of the Consular Corps of Porto Alegre shall assemble in ordinary session at the place designated by the Dean, to exchange opinions of questions of general interest, vote on the annual quota necessary to pay the expenses of the Dean, and to deal with any other matters of general interest to the Corps.

ARTICLE 19. In addition to the ordinary annual meeting of the Corps, this body may join in extraordinary session whenever the Dean considers it necessary, or on the request of any one of the Consuls. In this reunion, as likewise in the ordinary annual meeting, the Consuls may be represented by the Vice Consuls or Chancellors duly authorized by a letter to the Dean.

ARTICLE 20. Twice a year the members of the Consular Corps shall join in a fraternal banquet, a function which shall occur at the time, place and form designated by the Dean together with two other members of the Corps. The wives of the Consuls shall attend this.

The expenses of the banquet shall be paid by individual quotas.

ARTICLE 21. These Rules and Regulations may be modified as necessity or experience may dictate and they shall be printed together with a classified list of the members of the Consular Corps.

THE VICE CONSUL AND THE TRUNK

A Modern Service Ballad

By HENRY B. HITCHCOCK, Consul, Nagasaki

He was young and fair
but the golden hair that gaily curled about his
handsome head
was in striking contrast to the firm purpose writ-
ten upon his manly features.
His hands, too, were strong
and his fingers

fingers that were swiftly plying
the keys of the typewriter.

He was a Vice Consul.

He was in charge.

The Consul had died the week before of inatten-
tion in its most painful form

and, consequently,

he was in charge.

A boy entered

respectfully

and with a low noise attracted his attention.

He extended a card which the Vice Consul
took into his hand.

He read the name

and immediately

rose to his feet

for it was that of a lady.

"Miss Agrippa Coyne," he read, and raised his
eyes

to the door. She was there.

Her dark eyes dwelt upon his countenance

with the searching look

of the seeker.

"Are you

the Consul?" she asked. "I am in charge," he
replied.

"I am in such trouble,"

she choked and crossed the room to him her
clasped hands extended before her.

"My trunk," she sobbed, "my trunk."

"They have stolen it."

The eyes of the Vice Consul

fell to the floor

and tears coursed down his cheeks.

It was the hundred and thirteenth time

and he had prayed for strength

only up to

say

a hundred.

"Where, Madam, did you leave it?"

Strength came as he spoke.

"On the steamer

"and they were to send it to the hotel

"and they haven't—

"and it isn't there, either——"

"Isn't where?"

"At the *steamer!* Oh, is there no one——"



The Vice Consul raised his eyes
and then he fell.
For his eyes met a look from hers
just one.
Faster than electricity with its 186,000 miles a
second
and more potent
is one little look.
"I will give the matter
"my personal attention, Madam.
"Rest assured. The trunk shall be found."
The words fell like the clank
of a chain around his neck
for he knew he was stung
the CXIII time.
And now the scene changes.
We see the toiling throng
of lusty longshoremen
and hear the clatter of winches
and the thud and crash of descending freight.

The Vice Consul is weaving his way back and
forth
and to and fro
In a corner of the wharf stand a group of trunks.
He sees them
and vaults the obstacles that would delay him.
He descends upon the biggest.
Yes, it is hers.
He drags it to a cart.
It is loaded on.
But stay, others must be loaded on top of that.
Now at last
all is ready
and the cart moves away.
They reach the hotel steps just as
SHE
is descending them.
With a mighty heave of his powerful shoulders
he drags the trunk
her trunk

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from beneath the load of others
and swings it to the sidewalk before her.
A shriek of joy
which changes swiftly
to a shriek of alarm.
The other trunks,
dislodged by the removal of their keystone,
fall upon him in a body.
Then follows darkness
till finally
His eyes open upon a hospital bedroom.
Then follow weeks of convalescence
and at the end of the month
he receives a letter from a friend about having
 some people in to dinner
and something about dancing
and the names of some of those who are to be
 there
and HERS
is one.
On the evening of the dinner
he is there
a little early.
He watches the guests arrive.
With a heart-bound of joy he recognizes

HER.
Someone grabs his arm
and introduces him.
She smiles.
"I'm sure we have met somewhere?"
A cold fear seizes him.
"Yes, that affair of your trunk,"
he urges faintly.
"Oh, really? You are in a baggage office, then?"
The words sink into him
as he sinks into
oblivion.
oblivion.
A glass of water is poured upon his brow.
He returns slowly
slowly
and to music—
strangely familiar music—
he knows the words—
wait a minute!
No!
Yes!
Those words with the salt of life in them—
"YOU'RE IN THE FOREIGN SERVICE
NOW."

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