

The **AMERICAN**
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VOL. XII

JULY, 1935

No. 7

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Thoughts of WASHINGTON

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Interest In The Many
Activities of Government.

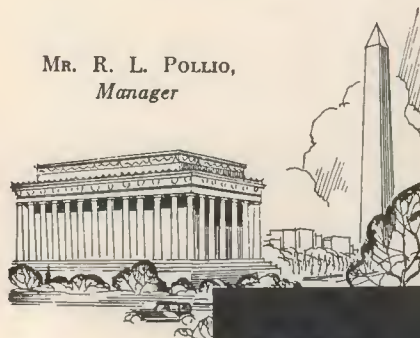
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THE AMERICAN FOREIGN SERVICE JOURNAL

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JULY, 1935

The Stars and Stripes in Japan

By HARRY VAN DEMARK

FOR two hundred years before Commodore Matthew Calbraith Perry took the Stars and Stripes to Japan, the gates of that ancient land had been closed with a warning, saying, in effect, to foreigners:

"So long as the sun shall warm the earth, let no Christian be so bold as to come to Japan; and let all know that the King of Spain himself, or the Christian's God, or the great God of all, if he violate this command, shall pay for it with his head."

And then the stern old monarch of the American Navy, steamed up the Bay of Uraga, his four ships whipping the waves with their noisy paddle-wheels.

The cordial relations between the United States and Japan, which have increased year by year, in spite of apprehensions felt at times, had their beginning when Commodore Perry opened relations.

The reasons for the setting up of the forbidding legend, which unlike the Occidental warning, "No Admittance," meant what it said, reflect the unwelcome habits of the forbidden foreigner almost



COMMODORE MATTHEW CALBRAITH PERRY

At the Time of His Expedition to Japan. Sketched from an Old Print.

as much as those of the forbidding.

In the course of visiting Japan, foreigners learned to desire possession of some of the things they observed and to intrude themselves more and more upon the lives of the natives. If, on the other hand, their purpose was trade, they usually discovered before long the necessity of establishing trading posts and gaining a definite foothold in the country.

In 1638 Japan cut herself off from the Occident with the exception of a slender thread of connection with the Dutch, who it is said she thought were heathen, and so apt to be more pleasing than the Occidental Christians.

The operation was comparatively simple.

The rule of the Japanese Shogun Iyeyasu prepared them for it. This great leader established for his people an existence that had as its principal object the prevention of change.

But besides the mode of living and habit of thought which developed under the sumptuary laws of the Shoguns, the motive of self-preservation was largely responsible for Japanese insistence on a

foreign exclusion act. The financial system of the country was in a bad way. Not only was there an insufficient amount of currency, but this insufficient amount was debased. And the Japanese foresaw that foreign invasion of trade might mean the withdrawal from the country of the little currency that had full value.

Still, each Western nation, in its pride and desire, thought itself the exception to the exclusion edict. France tried to open negotiations during the reign of Louis XIV and Great Britain tried her hand in the time of Charles II. Russia felt an "inclination" also, as Spain and Portugal had before.

Then the United States tried. Robert Shaw, in 1797, accomplished no more than a display of the American flag, while Captain Charles Stewart, an American employee of the Dutch East India Company, managed to stop at the Dutch settlement in the same year. Later, in the time of Andrew Jackson, Edmund Roberts* was appointed as agent "to open up trade in the Indian Ocean." The possible eventualities of his expedition may only be speculated upon, for he died en route.

Undaunted, the young nation with an urge for the new, the great and the dangerous, sent another commander to Japan. This time it was one of the naval heroes of the War of 1812—Captain James Biddle. Unimpressed, the Japanese refused to negotiate with the commander, and as he had received orders not to incur the enmity of the people, he slipped quietly out of the harbor. Two other attempts met with equally flat failure. And Japan gained the title of the hermit nation, whose people lived "like frogs in a well."

But the high noon of the nineteenth century proved auspicious for the changing of the hermit nation into the Land of the Rising Sun. The authority of the Shogunate was not only weak, but steadily growing weaker. A feeling of uneasiness was abroad. Clan jealousies and feudal restrictions hindered progress; discontent and distress left trails of skepticism and disbelief; and the currency of the country was in a more confused state than ever before.

Just at this time the United States tried again to open negotiations. The whaling industry was then a profitable and honorable profession which drew hundreds of Yankees to the coasts of Japan. And it was to protect sailors shipwrecked in pursuit of this industry, that Commodore Perry was sent to the Island Empire. In the official document which he carried along with him—not in his vest pocket, but in a rosewood coffer, trimmed with silk and



JAPAN'S SACRED

jewels—other reasons for the expedition were mentioned.

So our Government had good reasons for desiring to win a friendly footing in Japan. Yankee whalers, hunting in Japanese seas, were not molested, but in case of storm and stress could not hope for refuge on the Japanese coast, for shipwrecked sailors were promptly thrown into prison. Further, we had a rich trade with China, and it was known that Japan had coal which would be of great value to the new type of ship, the steamer, that was making the long voyage to the Orient. Lastly, we were anxious to get an early start in the potentially profitable trade with Japan.

Commodore Perry seemed an admirable choice as emissary. He had a distinguished record, and although he belonged to the old school of quarter-deck monarchs, with their terrifying dignity and iron discipline, he had a fund of common sense. He was delighted with his appointment, and set himself to work at once to make ready, gleaning all possible information about Japan, especially charts to guide his navigation, and assembling such gifts as he thought would properly represent American civilization.

*See "Sire, Their Nation Is Very Cunning," by W. Everett Scotten, in *THE FOREIGN SERVICE JOURNAL*, January, 1935, describing Roberts' visit to Anam.



FUJIYAMA

The Commodore sailed from Norfolk on November 24, 1852, with only one ship, the side-wheeler *Mississippi*, arranging others at various rendezvous.

As soon as it became known that Perry was to head the expedition he was swamped with requests from men of science and others to accompany him. All these he firmly declined to accept. He refused to have a lot of passengers to disturb the discipline of a man-of-war. A few civilians he did take—two artists, who were to prepare the illustrations for the report; Bayard Taylor, representing the *New York Tribune*, who joined the expedition at Shanghai with the rating of "master's mate," and Dr. Samuel Wells Williams, a missionary in China, who was to be the official interpreter.

After the preliminary visit the President's letter was delivered with great solemnity. Perry took his squadron back to Macao, promising to return in the spring for an answer. But as the movements of certain French and Russian squadrons made him suspect that someone was trying to step in ahead of him, he started back in the middle of January.

"The imperial officials were not all pleased with this prompt reappearance of the 'hairy barbarians,'" writes chronicler William O. Stevens. "In-

deed, during the interim they had been debating fiercely what to do with them. Hitherto it had been easy to deal with a stray sailing ship in their land-locked waters, but there was no way of arguing with these vessels that moved with steam and whose commander seemed bent on taking them to the sacred capital itself. Eventually the Japanese succumbed and erected a treaty house at Yokohama, where the negotiations were to proceed."

After the palaver had dragged on for about a week, Perry decided to play his trump card by delivering his presents.

Of course, the first thing an American would think of would be mechanical inventions. Accordingly, the collection included a telegraph outfit with three miles of wire, which was set up ashore and put in working order. There were also lifeboats, surfboats, clocks, sheet iron stoves, farming tools, a "daguerreotype instrument," and a quantity of firearms—revolvers, carbines, rifles, muskets and a brass howitzer. Most of these objects left the Japanese cold. But the mysterious ticking of the telegraph key that conveyed messages in Japanese, English and Dutch from one building to another interested them, and one invention made a real hit, a miniature railway, which had been contributed to the expedition by the Norris brothers of Philadelphia.

"The cab of the locomotive was hardly big enough to accommodate a child of six, but it was built to run," writes Stevens. "Steam was raised, and, to the amazement of the Japanese, the little train whirled around the track at a speed of twenty miles an hour. The temptation was too strong to be resisted, and in a few moments the solemn Japanese envoys were sitting astride the little cars, holding on for their lives and grinning with delight as they flew round and round with their robes flapping behind them."

After the "inventions" Perry doubtless thought of another group of presents under the heading of "manufactures." Under this classification would be put the "silver-topped dressing case," which he addressed to the "Emperor," designed to help him in shaving and brushing his hair; several yards of scarlet broadcloth and velvet, distributed down the line of councilors and commissioners; and, above all, a huge quantity of perfumery. To the Emperor was presented "an assortment of fine perfumery, about six dozen"; the Empress also was presented with six dozen; the Chief Commissioner and the First Councilor got two dozen; the Second, Third, and Fourth Councilors got one dozen apiece; the rest, down to the Fifth Commissioner, received nine bottles each, and he drew six.

(Continued to page 406)



AT THE LANGLEY MEMORIAL AERONAUTICAL LABORATORY OF THE NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS, LANGLEY FIELD, VIRGINIA, APRIL 5, 1935

Left to right: E. R. Sharp, Chief Clerk, N.A.C.A. Laboratories; E. H. Chamberlin, Assistant Secretary, N.A.C.A.; J. L. Keddy, Bureau of the Budget; Melvin Jones, Bureau of the Budget; Honorable R. Walton Moore, Assistant Secretary of State; William E. Mattingly, Bureau of the Budget; Garrison Norton, Home Owners Loan Corporation; Honorable William Phillips, Under Secretary of State; Richard Southgate, Department of State; Honorable Fred-eric A. Delano, Chairman National Park and Planning Commission; Dr. George W. Lewis, Director of Aeronautical Research, N.A.C.A.; C. J. Guthridge, National Park Service; John F. Victory, Secretary, N.A.C.A.; Monroe W. Blake, Department of State; Henry J. E. Reid, Engineer-in-Charge, N.A.C.A. Laboratories. N.A.C.A. Photo.

IT seems not too much to say that during the last twenty-five years no single mechanical achievement has so dramatically effected international relations as the development of the airplane. It is not intended in this article to deal with the effect upon international relations of the use which may be made of aircraft in times of war, although this effect is real enough, but rather to consider briefly, and not too technically, the progress which has been made in civil aviation in the United States and to indicate in a general way what the effects of

Diplomacy Looks Up

By RICHARD SOUTHGATE and MONROE W. BLAKE,
Department of State

this progress are upon the Department of State and the Foreign Service.

So long as American air transport companies confined their attention, so to speak, to the home market their troubles, though doubtless many, were not of such character as to come to the attention of the Department or the Foreign Service. It was only when foreign air began to resound to the rhythmic beat of American propellers, be the man at the controls merely an amateur on pleasure bent or a veteran of the skyways in the trim uniform of a pilot of an American air line, that aviation problems began to appear frequently in the subject line of despatches from the field and after the "With reference to" in instructions from the Department.

The extension of American air lines into the foreign field, however, rests basically upon the technical skill developed by the aviation industry in the United States in producing aircraft capable of negotiating long distances with speed and safety—and with paying loads—and on the experience gained in the regular commercial operation of such aircraft along the sky-routes of the United States. It seems desirable, then, to give some consideration to the stage which has been reached in the development of commercial aviation in the United States, and to some of the agencies at least partially responsible therefor, before turning our attention to the perhaps more romantic side of the business—the foreign side.

And if we are to obtain a quick glimpse of the progress made in commercial aviation in the United States, it is next to impossible to avoid including at this point a few statistics. The table on the following page has been put together from figures contained in a recent number of the *Air Commerce Bulletin*, a publication of the Department of Commerce. The figures are for the calendar year 1934 and cover domestic operations only.

The primary advantage which air transportation has to offer is speed, and speed is a very marketable product in the world today. Naturally, therefore, American aircraft manufacturers have

worked unceasingly to produce aircraft capable of cruising at high rates of speed while carrying loads of commercially profitable proportions. The performances of the Boeing, the Curtiss Condor, the Douglas, the Lockheed, the Martin, Northrop, Sikorsky and Vultee planes are evidence of the ability of American manufacturers to build planes having these characteristics.

If more evidence is needed, it ought to suffice to mention that New York, for example, and Miami are linked by a regular service which spans the 1,196 air miles between the two cities in 8 hours and 20 minutes. Trains cover the distance in 29 hours. The continent is spanned from



Pan American Airways

AMBASSADOR HUGH GIBSON WELCOMES THE "BRAZILIAN CLIPPER," A SIKORSKY PLANE, ON HER MAIDEN VOYAGE TO RIO

Operating Company	Miles flown	Passengers carried	Pounds of express carried	Pound-miles of mail flown	Passenger miles flown
American Airlines, Incorporated	7,958,786	102,393	332,904	420,753,250	31,131,202
North American Aviation, Incorporated (Eastern Airlines Division)	3,179,139	53,199	145,081	361,711,264	17,593,746
Transeontinental and Western Air, Incorporated	5,347,429	44,187	157,616	953,552,011	36,390,055
United Air Lines Transport Corporation	14,935,836	164,853	1,095,593	2,314,210,157	82,209,198
All others	9,534,206	97,111	401,997	423,580,321	20,534,428
Totals	40,955,396	461,743	2,133,191	4,473,807,006	187,858,629

New York to the Pacific Coast by air in approximately 16 hours. Almost exactly 102 hours are consumed by the fastest train in negotiating this distance. Transportation costs are, of course, higher by plane, but compare favorably with the costs of rail transportation when all factors are considered.

With speed attained, more and more attention has been devoted to the comfort of passengers. Commercial air lines in the United States include hostesses in the operating personnel of their planes as a matter of course. One air line offers a service which includes sleeper planes for night flights. Scientists are experimenting to determine whether berths should be made up with the head toward the engines or vice versa. As may have been expected, differences of opinion have resulted, some experts favoring the one and some the other method.

Although the planes are the best obtainable, the hostesses attractive, the berths faced in such a way as

to satisfy a majority of the consultant scientists, what about the aids to navigation which play so large a part in making possible the daily—and nightly—flights which we have come to regard as commonplace? Progress here has been as remarkable as in the development of the planes themselves. The Department of Commerce, under the Air Commerce Act of May 20, 1926, is the Department in which is vested supervision of civil aviation in the United States. It has accomplished a remarkable piece of work. Under it, ground facilities have been established; landing fields and intermediate landing fields have been constructed; the airways have been lighted by beacons; and arrangements have been made for the prompt reporting of weather conditions everywhere in the United States. The Department of Commerce now has in operation nearly 20,000 miles of lighted and radio-served routes. This total will be increased soon when some 3,000 miles of additional routes are thrown open to the

DOUGLAS AIRLINER—FOURTEEN PASSENGER





public, the necessary funds for their establishment having been provided by an allotment of Public Works funds.

A number of interesting instruments have been developed recently by scientists seeking to make flying as nearly fool-proof as possible. For instance, there is the device which operates upon the well-known principle of the gyroscope and from which the pilot can tell at a glance whether his plane is banking, climbing, diving or flying straight ahead. There is the automatic pilot which keeps the plane automatically in straight and level flight, leaving the human pilot free to devote his attention to other things, except of course, when taking off, changing course or landing. Controllable pitch propellers have been perfected. With planes equipped with this type of propeller, the pilot takes off with the propeller set at one angle and cruises with it set at another angle, in much the same fashion that the driver of an automobile shifts from one gear to another in getting under way. Then there is the radio compass, of which so much mention has been made lately in the newspapers. With this device, the pilot by simply tuning in to the

frequency of a radio transmitter located at a known point can fly directly toward that transmitter by controlling his plane's direction in such a way as to keep the needle of the radio compass centered at a certain reading on the dial. Other instruments developed recently include an improved type of altimeter, the manifold pressure gauge, the directional gyro, and greatly improved wing flaps. All of these devices contribute mightily to the safety of flying.

Earlier in this article, reference was made to the technical skill of American aircraft manufacturers. Not a small part of their success, it may be noted, is directly traceable to the important work accomplished by the National Advisory Committee for Aeronautics. This Committee, which consists of fifteen members appointed by the President, was established by an Act of Congress in 1915. The Committee is charged with the duty of supervising, directing and conducting fundamental research work in the science of aeronautics. It maintains extensive and up-to-the-minute laboratories at Langley Field, Virginia.

On April 5, 1935, Mr. Phillips, the Under

BELOW: FLYING BOAT HULL UNDER TEST IN N.A.C.A. TANK

INSET: MARTIN CLIPPER SHIP (PHOTO COURTESY THE GLENN L. MARTIN COMPANY)





N.A.C.A.

FULL-SCALE WIND TUNNEL OF THE NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

For investigation of aerodynamic characteristics of airplanes. The plane is supported on a six-component balance by means of struts in the center of an airstream 60 feet wide by 30 feet high having a velocity of 120 M.P.H. The airstream is confined by the entrance and exit cones shown.

Secretary of State, Judge Moore, Assistant Secretary of State, Mr. Richard Southgate, then Acting Chief of the Division of Protocol and Conferences and Mr. Monroe W. Blake, of the same Division, accepted an invitation from the National Advisory Committee to visit its laboratories at Langley Field. The Navy Department had generously made available a Curtiss Condor plane and the party made the trip from Bolling Field to Langley Field, just outside of Norfolk, in something less than an hour and a quarter. At the laboratories, the Department officials found themselves in a strange sort of world where airfoils and fuselages and cowlings are more important than trade agreements and treaties.

The Committee's guests viewed the seaplane towing basin, 2,040 feet in length, where engineers patiently try out model after model of pontoon and seaplane hull carefully recording the characteristics of each model tested in their unceasing search for perfection in design. The party, seated precariously in an odd sort of vehicle were rushed down the length of the basin

at a speed of approximately 50 miles per hour, watching a model seaplane hull, affixed to the vehicle's under-carriage, rise and plane and take off as delicate instruments recorded its characteristics.

The members of the party then inspected the mammoth wind tunnel, the largest of its kind in the world. They saw suspended high above their heads, in the path of an air stream rushing by at a speed of approximately 120 miles per hour, a small plane of an experimental type, pilot aboard and engine roaring wide open. By means of a number of complicated measuring devices, engineers were calculating the stress and strain registered on every part of the plane under what were, in effect, actual flying conditions.

Leaving the wind tunnel with their ears still buzzing from the terrific noise made by the wide-open motor and by the rush of the wind generated by the huge fans, the Department officials were conducted step by step through a maze of strange and interesting devices. They learned to appre-

(Continued to page 416)

"The American Student Interpreter Corps in China"

BY MAHLON FAY PERKINS, *Department of State*

Illustrations by Major John W. Thomason, Jr., U.S.M.C.

To

The American Student Interpreters,
The despair of Bryan and Knox;
For "convention" 's a word they
never defined,
No more than "orthodox."

The American Student Interpreters,
Dark worries of Kellogg and Carr,
Who—whenever compelled to
think of them—
Confessed "We've sent 'em too far."

Blue of the vast Pacific;
Surf at Waikiki;
Snow on the cone of Fuji;
Mud of the China Sea.

The plum tree blows in April;
The persimmon golds in the fall;
The lotus floats in August
'Neath the Peking Tartar Wall.

The red-brown Buddhist temple
That lies by the Water Gate
Has seen much barbaric splendor
Ere it met with its present fate.

Mongol, Ming, and Manchu;
"Old priest"¹ and acolyte
Have occupied this temple,
Have prayed upon this site.

But now its sleepily portals,
Its ancient "Demon Hall,"

The Student Interpreters in Peking had assigned to them for residence a Buddhist Temple, known as the "Temple of the Three Officials" (San Kuan Miao). It consisted of numerous separate buildings, which served as dwellings, including a common mess hall. The temple is a portion of the property appertaining to the American Legation and is situated directly inside the "Water Gate" in the southeastern part of the Tartar Wall.



Resound with shouts of laughter
As the chips on the table fall.

Who is this "Outside-nation man"²
From the other side of the ball
Who invades these sleepy portals
To disturb its "Demon Hall"?

It's the "American Student Interpreter,"
Who, with ambition tall,
Has come in youthful wonder,
Has come East; for he's heard
the Call.

A Secretary comes and goes,
A Minister—and his wife—
But the American Student Interpreter—
He's out; and it's China for life.

He's passed an examination
And he has a thousand a year
With "perquisites of office"—
His commission reads quite clear.

The Lord knows how he gets here.
It's better not to inquire.
He walks in unexpectedly
And assumes you've had a wire.

There's no use trying to squelch him
Or pound some sense in his frame.
A scamp with guts to come thus far
Is bound for the Devil—or fame.

With a puny, tubercular teacher
Who coughs and spits—he starts
To acquire the Chinese language
And become a Consul of parts.

¹ "Old priest" is the regular Chinese expression for "Buddhist monk."

² "Outside-nation man" is a literal translation of the Chinese term for a "foreigner."



He's told to learn the "San Tzu Ching,"³
The trimetrical, classical book:
To sing it, to shout it—Yes—write it
Without ever taking a look.



He drops his card on
dowagers
Whose names are on
the "list"
And gets put up at the
Peking Club,
Where he loses his pay
at whist.

He goes to Legation
dances
Where the ratio is ten
to one,
Where the girls are two
and the chances
few;
And then he comes
home with a "bun."

He's often hard put for
diversion

From a dialect that drives him insane;
For tennis and Rugby aren't football
And cricket's a game that's inane.

In the dust of the May Gymkhana—
Fools will do things like that—
He mounts a moulting camel,
Which catapults him flat.

He rides a Mongol pony
Crost the frozen, winter wheat;
Takes tea in mission compounds—
"Doughnuts! ye gods—what a treat!"

For two long
years he
wrestles
With an Orient-
tal tongue.
He's worth just
Fifteen Hun-
dred
As Vice Consul
in Shantung



One of them
went to the
Southland,
To the oasis of
Canton.
Self-control and
a bit of reason;
He's managed to hang on.

One of them went to Shanghai
To live by the Soochow Creek,
Where the odors defy analysis
And you wake as the wheel-barrows squeak.

One of them went to Mukden
Before that place was known
To the great folk at Geneva;
"Bill" went for three years—alone.

One of them went to Changsha
In the Province of Hunan,
Where the pigs grunt past the Consulate
And the Chinese fear no man.

One of them went to Szechuen.
The smallpox took him o'er;
You may read "Mac's" name on the tablet
By the State Department door.

³ The "San Tzu Ching" or "Three Character Classic" is a Chinese primer containing assorted useful information on history, precepts of conduct, the family relations, and the names of animals, grains, etc. Formerly used in all Chinese primary schools and a part of the required studies of the American Student Interpreters.



And some of them went up the Yangtse
To stew on its dirty drain
While they dreamed of the cool, salt breezes
That blow on the coast of Maine.

They didn't care much for promotion;
It didn't mean much when it came.
Fifteen Hundred to Sixteen Fifty—
It was all about the same.



And they made their entrance and exit
In a chair through a line of guns.

The plague from the Manchu Marches,
The cholera in the ports,
Bolsheviks, bandits, and boycotts,
And mobs of all kinds and sorts—

But they sometimes called on Admirals;
"Received a Consular salute,"—
Then chugged back to their offices
With a drink and a black cheroot.

They didn't long for Europe
And their aim was not for wealth.
In the days before the Thirties,
You could stay at home for your "health."

But they talked and argued with Tuchüns,⁴
Lords of ten million "Sons"⁵

⁴ "Tuchün" is the Chinese term for a Military Governor of a province.

⁵ "Sons": "Sons of Han" is a common term for the Chinese people.

⁶ "Hsiang-tzu" is the Chinese word for "box" or "trunk."

⁷ "No. One": a common term for chief household servant.



The Student Interpreter
faced them:

He hardly gave them
a thought

Or stopped for a
moment to marvel

At "What wonders God
hath wrought."

He'd pack his old
"hsiang-tzu"⁶

With the aid of his
"No. One"⁷—

Harbin, Yunnan, or
the Yang-tzu,

Any place under Hell
or the sun.



"The American Student Interpreter"—

The breed has now died out.

"Attaché for Language Study"

Is the title now bandied about—

With wives, and quarters, and pensions.

Yes. Now it's called a "career."

But the old-time Student Interpreter

Took a chance; and they thought him "queer."

The "Three Officials Temple"

That lies by the Water Gate^s

Is peaceful once more, Resembling its former state.

The plum tree blows in April;
The persimmon still golds in the fall;
The lotus floats in August
'Neath the Purple Palace Wall.

^s "Water Gate": a small gate in the Tartar Wall—entered by American troops in the Boxer Year.



But the American Student Interpreter
From the other side of the ball,
Who came in youthful wonder—
He's gone—God bless them all.

The blue of the vast Pacific;
A cigar at Waikiki;—
We'll be through the "Gate" at sun down?—
Well, it's time to close, I see.

To

The American Student Interpreters,
Dark worries of Kellogg and Carr:

"If once we forgot their existence,
We always came to with a jar."

The American Student Interpreters,
The despair of Bryan and Knox:
"Those blankety-blank young jackanapes,
But—they kept the Ship off the rocks."



Big Game Fishing in Madeira

By R. W. KROHN



OF ALL the Atlantic islands, Madeira is surely one of the most beautiful and romantic. Officially discovered by the Portuguese in 1419, there are numerous legends indicating that its existence was suspected considerably before that date, and it is not unlikely that it inspired the tales of the "Hesperides" or Fortunate Islands of mythical times. More recently a poet wrote of it:

"An isle under Ionian skies,
Beautiful as a wreck of Paradise."

A brief description will suffice for those who have not yet called here in their wanderings. Roughly of the size of the Isle of Wight, it virtually comprises a giant mountain top, rising out of the ocean depths to a height of 6,000 feet above sea level, or nearly twice the height of Snowdon. Subtropical vegetation flourishes in the coastal regions, followed by a belt of pines, and terminating in barren moorland summits. The coast is fringed by great buttresses of weather-beaten rock and towering cliffs, rising to as much as 2,000 feet sheer from the water's edge, and broken at intervals by steep ravines and shingly beaches.

Of more immediate interest to that happy band of sportsmen, the world-wide brotherhood of sea anglers, is the portion of the blue Atlantic surrounding this rocky isle—blue as only a tropical sea can be—stretching shimmering and unbroken to the horizon, and bounded to the east by the grim though beautiful crags of the Deserta Islands, eighteen miles away.

The sea presents an eternal mystery, hardly probed as yet by the puny efforts of man, and surely nowhere more than here. Take up an Admiralty chart and you will find soundings of 1,700 fathoms (10,000 feet) only a few miles off shore. There is very little shallow water, and the sea bottom falls away steeply into the abyss, to depths that have never yet been charted. When you know this, you will realize that the possibilities are immense, and that you may catch any-

thing, from a dolphin, a tuna, or a swordfish, to a giant ray, or a killer whale, or even the great sea-serpent himself, for who knows what monsters lurk in the abyss, and what weird shapes wander dimly in the regions of perpetual gloom?

Generally speaking, Madeira is a wonderful place for sporting fishing. The fish are not so numerous that you need only cast your line to slaughter, nor so few that you need ever come home empty-handed, provided always that you have due regard for seasons and have local knowledge and experience at your disposal. The summer months are undoubtedly the best, and our summer is a long one, say April to October. From November to March you may still fish, but the weather is fickle, and to anyone contemplating a fishing holiday in Madeira, I should strongly recommend avoiding this time of year, as it is even chances that you will not get your money's worth.

Not the least charm of fishing in these waters lies in the stage scenery, as it were. Madeira is always beautiful, but never more so than from the sea, where the vision is bounded by the rugged contours of the coast, the ever-changing coloration of the cliffs, the great peaks fading into the cloud-armies as they drift over the island, and far away the Desertas, blue in the distant haze, or coral pink in the sunset glow.

Undoubtedly the best sport to be had is that of trolling from a motor boat along the coast. A variety of fish may thus be caught, using a spinner or lure, garnished with as many hooks as you like. The commonest of these is that sporting fighter the barracouta—he seems to favor boisterous weather off headlands, and there is one favorite spot of his where you will find him at almost any time—a narrow strait between the lighthouse island and the eastern promontory, where the opposing currents meet in a mad tumble of froth and spray. Averaging 6 to 10 pounds in weight, a catch of twenty or so is by no means uncommon, and with luck you may hook a big fellow of as much as 20 to 25 pounds. They are voracious feeders when hungry, and not infrequently it happens that, with three lines out, fish will strike on all three at once.

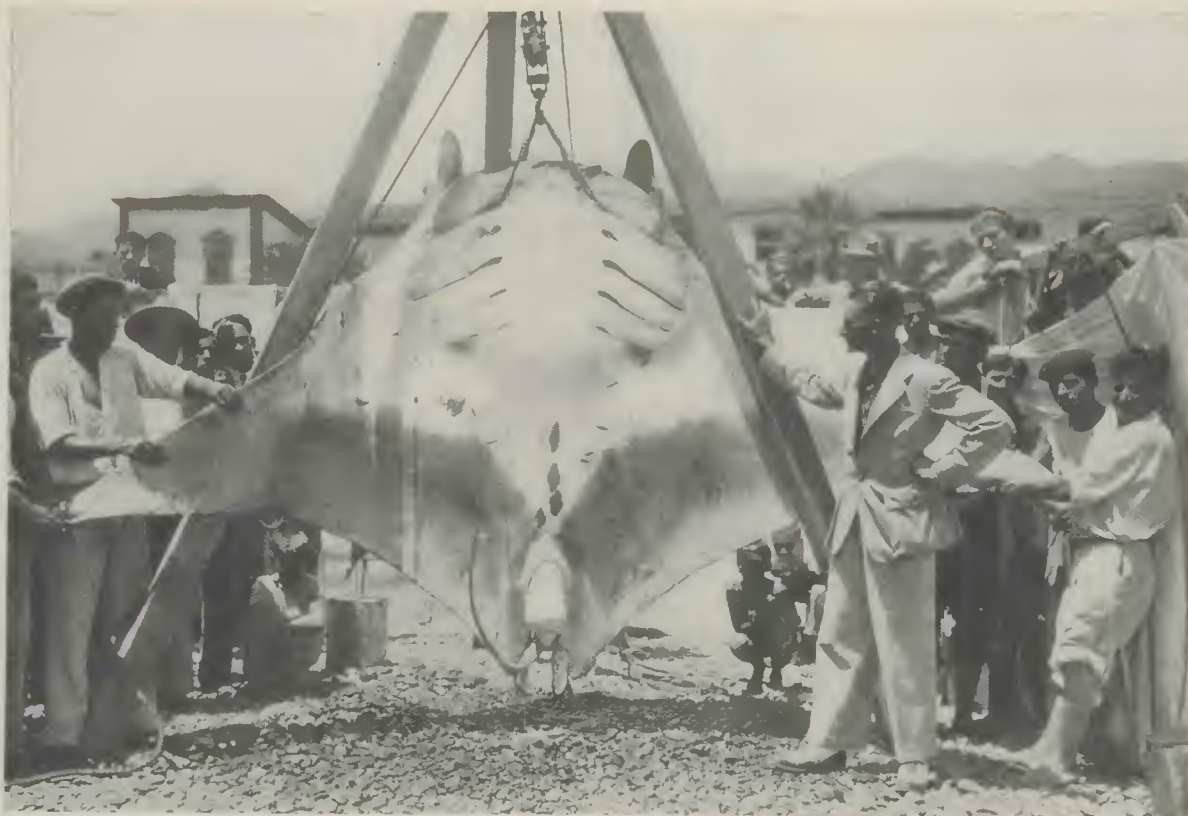
Next in order of coastal fishes to be caught trolling is the marbled sea perch. He, too, has his special haunts and is to be found in compara-



tively shallow water near shore over a bouldery bottom. There is no mistaking his bite when he takes the hook—a great, deep, heavy pull and you momentarily think you have fouled the bottom till the fight begins. He is an ugly customer, and comes in with his mouth gaping wide and turning spiral somersaults in the water. You must gaff him good and strong if you don't want to lose him, for he tips the scale at 12 to 15 pounds and comes in thrashing his powerful tail in a last effort to escape. He not infrequently throws up his last meal when caught, more often than not a

the small speckled dolphin (not the true dolphin) is another of the beautiful fishes and a king among fighters. His upper half, including the great dorsal fin, is of the most vivid electric blue, shot with gold, and he is peppered with numerous small spots or specks, which give him his name. My record is a 20 pounder, but I am told that they run to nearly twice as much.

And now we come to the all-absorbing question of tunny, that great traveler of the deep. There are at least six or seven varieties to be found in these waters, from the 800 pound monsters, as



UNDER SIDE OF GIANT RAY CAPTURED BY THE AUTHOR (RIGHT)

partially digested swallow-tail wrasse, one of the most beautiful of the smaller fishes.

Among other fish which may occasionally be caught trolling are several varieties of the tunny tribe: coryphenes or dourados, and a very fine fish which has been referred to as the "bastard salmon"—the latter are great fighters and run from small weights to 15 or 20 pounds. I have taken several of these at the neighboring island of Porto Santo, and it is a sight to gladden the heart of a fisherman to see one of these coming home, his silver sides flashing bravely.

The dourado, or to give him his English name,

now being caught off Scarborough, to a small coastal variety of about 15 pounds. A list of their Portuguese, English and Latin names, together with their maximum weights, will be of interest, and I give them as far as I know them:

Rabilho (Mediterranean Tunny),	
<i>Thynnus Thynnus</i>	800 pounds
Patudo (Mediterranean Tunny),	
<i>Thynnus Abesus</i>	450 pounds
Albacora (Albacor or Pacific Tunny),	
<i>T. Pacificus</i>	130 pounds

(Over)



Avoador (Albacor or Pacific Tunny), <i>T. Albalonga</i>	130 pounds
Gaiado (Bonito or Pacific Tunny), <i>T. Pelamys</i>	20 pounds
Serralhao (Pelamid), <i>T. Pelamys</i> <i>Sarda</i>	20 pounds

It is doubtful whether the larger 400 to 800 pound tunny would furnish much sport in the accepted sense of the word, i. e., with rod and reel. Their coming and going is somewhat erratic, though they each have their particular seasons, but principally because they seldom if ever are found on the surface. The chances of catching them on sporting tackle are very remote and should not be counted on, but there is every chance, preferably round about the month of May, of securing some of these, and less probably some of the other giants, on hand lines. The albacore and other surface tunny of 100 pounds or so are there, but not very easily met with.

One of the smaller 15 pound varieties, the serralhao, is not infrequently to be caught trolling a few fathoms off the coast. He is shaped like a torpedo and behaves like a projectile. Unlike some fish, he seems to realize that death lurks on the surface, and when hooked, he makes for the deep with a rush that brings a scream from your reel. Of his size there is no fish for finer sport with rod and tackle.

As already stated, the depths here are prodigious, and the most usual manner of fishing for tunny among the local fishermen is with hand-lines baited with mackerel, at depths from 100 to 200 fathoms. I hooked my last tunny at a depth of 1,000 feet, and there was another 2,000 feet of depth below him. Presumably the reel is not yet built that will carry enough line to hook a fish at these depths, with additional line to permit of playing him if he is a big one.

With all respect to the devotees of the rod, there is no small thrill about hooking one of these monsters on a hand-line. I shall always remember my first tunny. We were five miles out, over a depth of 500 fathoms, a lazy, sunshiny day, with only a slight oily swell, my two companions hard-bitten salts, old in the art of slaying tunny. Their tales, told to the incessant smoking of black cigarettes, would fill a book, and two hours of their sing-song voices, coupled with the warmth of the sun, began to induce something approaching slumber. Then it came—a great shuddering pull from the depths. In a trice all was action and excitement, and pandemonium filled the air. “Keep his head up, Senhor. Pull your damndest. Don’t let him run.” For the next twenty minutes (or was it hours?) I hauled away at that line, while my

muscles ached as though they would crack. At long last the great torpedo shape became dimly visible near the surface, circling silvery below, to be finally brought alongside, gaffed, and heaved into the boat. . . There he lay, fresh from the deep, magnificent in his coat of silver mail—160 pounds of him. Not a large one as they go, but—my first tunny. It is not always a tunny that comes up from the abyss; occasionally it is a swordfish, or some form of deep-sea shark, or even one of those queer monsters, the saw-fish. There is a fishing boat here that still has the broken-off sword of a sword-fish permanently protruding inwards from its timbers, where it remained when the great fish charged the boat in a last desperate bid for its life.

A grim tale is told of a man who went forth to fish for tunny. He was ill-advised enough to tie the line momentarily around his waist. Somewhere far down in the deeps something large caught the dim glimmer of his bait and took it with a rush. For once the fishes scored a kill. “The fish recovered from the bite, the man it was that died.”

The tunny have one great enemy that frequent these waters—the great orca gladiator, or killer-whale. These terrifying monsters run to 30 or 40 feet in length, and have the reputation of being the fiercest things that swim in all the seven seas. The mere passage of some of these fish through these waters is said to clear them of tunny for days or even weeks to come. Their cohorts have been known to surround the tunny in their legions, and the massacre that follows is like the slaughter by wolves among a flock of sheep.

And now for the cream of adventures—the capture of the giant ray.

You will find them in the warm summer seas of June, July and August, basking on the surface, close to the shore, in the sheltered waters under the cliffs of the south coast. The thrill of harpooning one of these monsters eclipses that of capturing any other fish I have yet known. Beware of the tackle “that will hold anything that swims” as some of the catalogues say. We lost a monster with two harpoons in him, because a shackle of half-inch iron pulled open like so much lead, and the flukes of the harpoon snapped off as though made of anything but phosphor bronze. But *experienca docet*, and since then there are two entries in my log book, each registering the capture of one of these giants—the largest 14 feet 6 inches across, and 1,320 pounds in weight. And this is the tale of it:

The 17th of July sees us purring eastwards from Funchal. It is a warm, sultry day, and the sun beats down from a cloudless sky on to a sea with



hardly a ripple. We are cleared for action, ropes and tackle lie ready coiled, and the gleaming harpoons, sharpened to razor edge, and carefully oiled, lie ready to hand; and last but not least the 12-foot killing lance, like some great assegai, is placed in readiness. Conversation dwindles to a few tense sentences as we shade our eyes and eagerly search the surrounding waters for the tell-tale ripple that signifies the presence of a big fish.

We are but twenty minutes out of port when first we sight him, close in shore, a monstrous black shadow, terrifying and sinister, half the length of our launch. Occasionally he breaks the surface, and a giant fluke momentarily appears, the water creaming away from its powerful knife-like thrust.

We have perfected our technique, and we approach him at full speed; with hands palsied with excitement I seize the harpoon and scramble into the bows. We are on him, and with the strength born of intense excitement, I hurl the harpoon as he turns to dive. He swirls into the depths and for a breathless split-second we know not whether it has got him. Next instant the rope screams over board like a live thing and we know that he's on. Coil after coil whips out and smokes over the gunwale till the full sixty fathoms are out, and the launch shudders as she takes the strain. No human sinews could withstand the strain of holding that mighty force, close on three-quarters of a ton of fighting cartilage and sinews, concentrated on a propulsive surface of fifty square feet or so.

For the next four hours we are towed backwards and forward while the great fish fights for its life, and it is long before our efforts to shorten rope are of any avail. Inch by hard-won inch we shorten rope till our hands are blistered and the sweat runs off us as off galley slaves. It has taken us five hours to get him near the surface, and now the great bat-like monster becomes visible circling about below us, churning the water with his immensely powerful flukes. A small company of brightly striped pilot fish flicker nervously back and forth about him, and two great parasites, the remora or sucker-fish, each three feet long, are clearly seen adhering to his back.

The water boils and a great fluke cuts the water like a knife, to submerge again in a swirl of foam. Finally we seize our opportunity, and give him the *coupe de grace*, a deadly thrust with the 12-foot killing lance, and the end is near.

He is now in the Funchal Museum, their largest specimen, and a record for these waters.

Yes, there are worse places than Madeira for fishing!

(Courtesy of the Illustrated London News.)



HARRY A. McBRIDE

Business Manager of the JOURNAL

This is the second of a series of caricatures by Charles Dunn of members of the JOURNAL staff and others in the Department.

SCHOLARSHIP FUND CONTRIBUTIONS

Contributions, to date, to the American Foreign Service Association Scholarship Fund have been:

Edinburgh Consulate	\$250.00
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Prague Consulate General	10.00
Legation, Vienna	75.00

Total to June 15, 1935

\$855.14

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COVER PICTURE

Photograph from Miss Cece Goddard

PEASANTS OF MEZOKOVESD, HUNGARY

TEN YEARS AGO IN THE JOURNAL

● Charles O. Shepard, then eighty-three years of age, the first American Consul at Yedo (now Tokyo), Consul at Yokohama and acting minister (chargé d'affaires) in Japan successively from 1868 to 1874 contributed "Japan Fifty Years Ago," an interesting bit of historical reminiscing.

● The activities and the aims of the International Chamber of Commerce were the subject of the leading article of this issue.

● "The Genoa Consulate 1797-1925" was chronicled by John Ball Osborne.

● The possibility of cleaning up the Consulate's back yard by the garden method was described by Maurice P. Dunlap in his article "A Consular Garden." The article was appropriately illustrated by photographs labeled "Before" and "After."

AMERICAN FOREIGN SERVICE ASSOCIATION SCHOLARSHIP

The American Foreign Service Association Scholarship for 1935-36 will be awarded during the last week of August, 1935. Applications should be submitted by mail to the Executive Committee of the Association prior to August 24, 1935.

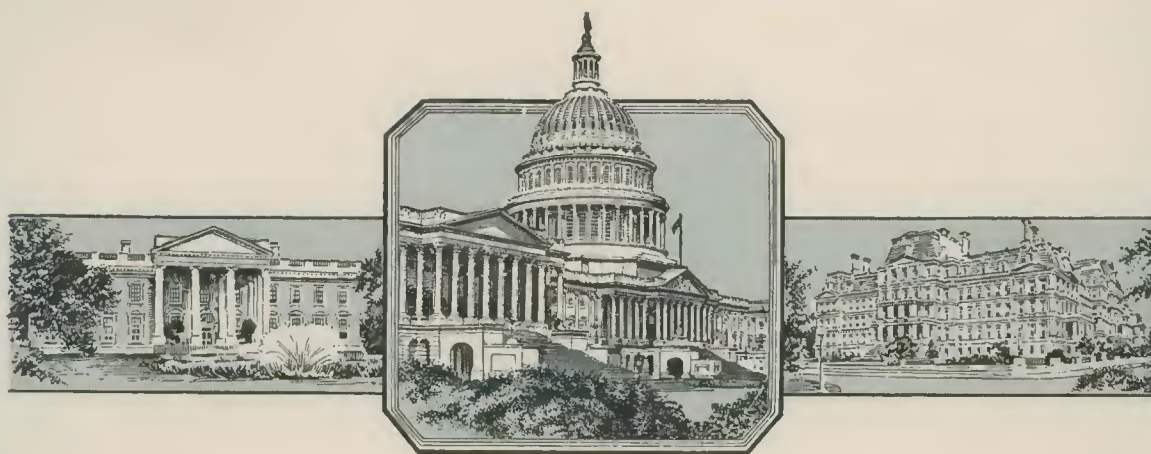
The Scholarship, which amounts to \$150, is open to the children of active members or of deceased former members of the American Foreign Service Association. It may be used only for expenses in connection with a regular undergraduate course at a college or university in the United States.

No specific form of application is prescribed, but applicants should submit a biographical sketch indicating age, previous education, scholastic standing, the college or university they desire to attend, their proposed course of study, and any personal information they consider pertinent.

INDEX TO CONSULAR REGULATIONS

There are still available a number of copies of the Index Sheets to the Consular Regulations at a cost of \$0.65 per set.

The supply is limited and members desiring a set of these useful sheets are urged to submit requests promptly to "Index Sheets," Room 115, Department of State.



News from the Department

During the month, the Honorable Cordell Hull, Secretary of State, has made a series of important pronouncements which serve to illustrate cardinal points of United States policy in international relations.

In a radio address the afternoon of May 22nd, on the occasion of Maritime Day and Foreign Trade Week, the Secretary said: "The development of extreme economic nationalism is, in my judgment, the greatest curse of this age. * * * It was over-assertive nationalism which induced nations to reach out to acquire further territorial and commercial advantages to glorify their strength and satisfy their pride of empire, that brought on the war.

"When hostilities ceased, what the world needed, second only to peace, was, not the intensification of nationalist hostility, but international cooperation within the limits of national traditions and constitutions, and the greatest possible volume of international trade. * * * Instead of this, however, the commercial and financial policies of the post-war period led to the world-wide depression."

The Secretary said that the world today stood on the threshold of a great industrial and commercial revival because of the immense volume of obsolescence, depreciation and needed repairs and replacements. Further, the inventive spirit was not dead and new products and new processes were under way, but there were obstacles to be removed before this revival could take place. These included the "utter dislocation of the international price structure, the trade jam, the damming up of surpluses and artificial canalizing of trade by short-sighted preferential arrangements."

At this juncture in world affairs, the Secretary said it was of the utmost importance to press forward with trade agreements, some of which are

in effect and many of which are already under way. He then concluded: "The world faces in this crucial hour a momentous decision. It is a choice between enlightened liberalism and selfish economic nationalism."

In beginning his address, the Secretary read a message from the President in which the following appeared: "No more important subject can engage the attention of our citizens than that of increasing our international trade. Secretary Hull and his staff are hending every energy toward the expansion of our foreign commerce. Our reciprocity treaties are already bearing fruit and similar treaties expected to be equally beneficial are in the process of being negotiated."

Mrs. Sumner Welles was hostess to Assistant Secretary Welles' associates of the Department on the afternoon of June eighth at Oxon Hill Manor. She was assisted at the tea table by Mrs. Edward L. Reed and Mrs. Joseph C. Mattingly.

The Under Secretary of State, the Honorable William E. Phillips, on the occasion of the opening of the California-Pacific International Exposition at San Diego, delivered an address in which he welcomed the official participation of Mexico in the Exposition "in order that both countries may strengthen and renew their faith and confidence in each other, which have made possible such important international undertakings as the rectification of the Rio Grande, now progressing rapidly under a treaty only two years old." The Under Secretary also spoke of his gratification in noting the active participation of the Latin American countries, and said that "although in the past relations with some of them had been clouded with misunderstanding, the barriers to strong and enduring relationships are, however, rapidly dis-



AMBASSADOR TO CHINA



International News Photo Service

THE HONORABLE NELSON T. JOHNSON, A CAREER OFFICER, HAS NOW BEEN ADVANCED BY THE PRESIDENT FROM THE RANK OF MINISTER TO AMBASSADOR.

appearing." He added, that "there has been no more remarkable change in public opinion than that of Latin America, which, from an attitude of suspicion of this country's motives, has changed to one of confidence that the American Government no longer harbors any intention of intervention or any desire to control the destiny or international policy of any other nation."

He also found it gratifying and appropriate that he had the privilege of viewing in the "House of Pacific Relations" the representation of our neighbors in the Far East. The Under Secretary then briefly reviewed relationships with China and Japan, which have existed for over a century and a half and spoke of recent trade relations with Japan. In referring to increased imports of certain special types of Japanese-finished products and a development on both sides of competition in certain items between industries of the two countries, he said that in Washington we are fully aware of these recent developments and are mindful of the problems they have presented, but, at the same time, it is realized that foreign trade, like domestic industry, can never be reduced to an absolute

formula or kept in a static condition, and that it is our aim to devise means whereby we may avoid, so far as possible, restraint upon the natural exchange of commodities from which both countries derive advantage and, at the same time, facilitate a cooperation which will satisfactorily eliminate undesirable changes or serious dislocation of our industries and hailed the spirit of understanding and appreciation of the situation shown by the Japanese Government. The Under Secretary then spoke of the trade agreements program, one of the more important phases of which is an attempt to remove the prevailing restrictions impeding the natural movements of trade among nations. He reviewed briefly the history of the economic development of the world since the World War and said that the reciprocal trade agreements policy recognize the economic interdependence of nations and seeks to enlist the cooperation of other countries in organizing it. The Under Secretary concluded his address with a description of the way in which trade agreements are negotiated and a recital of the countries with which such agreements have already been consummated.

In a statement issued by the Secretary May 29, he said: "My attention has been called to two very friendly references to the United States in recent speeches made by Mr. Stanley Baldwin and Captain Anthony Eden. It is heartening to note such expressions which I am happy to reciprocate in full. While we have not in every instance viewed problems eye to eye, yet our common outlook and the many traditions we share have enabled us to work together in appreciation of the importance of a constructive policy favoring the promotion and preservation of peace. Looking back over recent years I feel that both the British and American Governments have consistently followed such a policy in their relations with each other and with other countries, and I foresee that there will be in time to come many opportunities for similar helpful and constructive collaboration."

In an address at the Commencement Exercises at the Pennsylvania Military College on June 10, he said in part: "The core of American policy has always been that the military is a servant of the civil government, and in turn that duty of the civil government is to have at its disposal an adequate and efficient force for national defense, but to make every effort not to have to use it by resorting to war.

" . . . recrudescence of the military spirit is all too prevalent in the world today. It is incumbent on those nations which recognize its menace to the atmosphere of peace, and economic stabil-



ity, and international sanity, to turn the spotlight of publicity on those guilty of such policy and to reiterate with all their power that excess armaments can only lead to disaster.

"Right here I wish to demolish the argument that is advanced from time to time from prejudiced sources that tremendous armaments will bring prosperity. Carried to its logical conclusion, this theory would make the peacemaker the depression's worst ally and the public enemy of both capital and labor. * * * If unemployed labor is put to useless labor,—say to reduce the matter to an ultimate absurdity, to producing goods no one wants and then burning them up in order to start the process over again,—once more perhaps suffering is alleviated but at the same time raw materials and human energy are thrown away to no advantage. Now armaments are in this category in that they are definitely not self-liquidating and are wholly unproductive in any material sense. To the extent that they encourage war and become instruments of aggression, they sacrifice the finest ideals and the most cherished possessions of humanity. * * *

"We have always had in mind the negotiation of an international agreement for the limitation and reduction of arms, either quantitatively or qualitatively, or both. Since 1926 our Government has taken a leading part in this movement. We have attended the Preparatory Commission for the Disarmament Conference and all sessions of the Disarmament Conference itself. On more than one occasion we have taken the initiative in presenting a plan which we felt would break the deadlock of international suspicions and rivalries. This has not been a partisan policy but a national policy. * * * We have based our foreign policy upon the tenets of the Kellogg-Briand Pact,—and I would recall to you that this not only provides that the nations shall renounce war as an instrument of national policy but what is fully as important that they shall seek the settlement of any dispute by pacific means only. We have suggested the conclusion of a universal non-aggression pact which cuts through the maze of technicalities and provides a simple definition of aggression, namely, the passage of frontiers by armed forces. We have made an offer contingent on the achievement of real disarmament that if a State has been judged guilty of aggression and we using our own judgment agree with the verdict, then we will refrain from any action which would tend to defeat collective efforts taken against the aggressor. We have associated ourselves with the League's consultation procedure both in connection with the Sino-Japanese dispute

(Continued to page 410)

GRAND CROSS



Harris & Ewing

THE HONORABLE FRANK B. KELLOGG,
FORMER SECRETARY OF STATE

GRAND CROSS OF THE LEGION OF HONOR

The "Legion of Honor" article in the May, 1935, issue of the JOURNAL has a further Department of State angle.

The Grand Cross of the Legion of Honor, highest decoration of France, was presented to the Honorable Frank B. Kellogg by Paul Claudel, Ambassador of France to the United States, on November 11, 1929. The award was in recognition of the leadership taken by Mr. Kellogg in negotiating the general pact for the renunciation of war, known as the Kellogg-Briand Pact. The French Embassy in Washington was the scene of a colorful ceremony in the presence of a distinguished company, including Secretary of State Stimson. Armistice Day was chosen for conferring the decoration in recognition of the fact that the date commemorates the end of the World War and in the hope that the Pact would inaugurate the advent of lasting peace.

Cyril Wynne, the JOURNAL's Review Editor, has been ill for several weeks. His condition has sufficiently improved to permit him to return home and it is hoped he will soon be able to resume his duties in the Department and on the JOURNAL.



News from the Field

PARIS

Incident to the departure of Consul General Keena from Paris the officers of the Embassy and the staff of the Consulate General joined in presenting him, on May 6, 1935, with a very interesting pair of old English candelabras which Mr. Straus was kind enough to select in London. Aside from the sentiment which we here have for Mr. Keena, the occasion marks the first departure from this, and it is believed any other post, of an officer who enjoyed the dual capacity of Counselor of Embassy and of Consul General. Typifying the dual nature of his assignment, Mr. Marriner hit upon the notion of a pair of candelabras, one of which was presented by the officers of the Embassy and the other by the staff of the Consulate General.

Twenty-three American consular officers, at other posts in France, presented a silver tray to the new Minister.

BUCHAREST

George Wadsworth of Buffalo, Secretary of Legation here, won the Rumanian national golf championship from a big international field on May 27. It was his third consecutive victory in the event.

BUDAPEST

Mr. and Mrs. Robert English left Budapest recently for Paris where Mr. English has been assigned as a Secretary of Embassy.

Mr. Garret G. Ackerson, Jr., recently motored from Copenhagen to Budapest to which post he has been assigned as Third Secretary.

Recent visitors to Budapest included the American Minister Alvin Mansfield Owsley, from Bucharest, Vice Consul and Mrs. Robert C. McCloud from Naples; Mrs. Charles C. Broy from London; and Vice Consul and Mrs. Sheldon T. Mills from Bucharest.

Lieutenant Colonel and Mrs. Martin C. Shallenberger and their daughter came from Vienna to

Budapest recently and expect to remain here for a month or six weeks.

MEXICO CITY

Consul General and Mrs. Nathaniel P. Davis have been the principal Consular visitors to Mexico recently on an inspection trip covering various offices in the country. They spent the month of March and most of April in Mexico, sailing for Havana from Vera Cruz on April 21. Before leaving Mr. and Mrs. Davis entertained the officers and wives of the Embassy and Consulate at a tea. During their stay in Mexico City they were able to see some of the interesting points of the district.

Ambassador Josephus Daniels went on leave to the United States on April 15 and returned to Mexico City in time for the Rotary Club convention in Mexico City in June.

Consul John S. Littell who has been transferred to Shanghai left for the United States by plane on March 15, to take leave before going to his new post. He was accompanied by his family.

Vice Consul William P. Cochran, with his family, left by plane for San Salvador on March 5 to take up his new duties as Vice Consul and Third Secretary at that post.

Vice Consul John Wilson, Jr., returned to Mexico City from local leave on May 3.

Amelia Earhart Putnam reached Mexico on her good-will flight after a slight delay caused by a small fly getting into her eye and causing a forced landing north of Mexico City. Mrs. Putnam spent about ten days in Mexico City with her husband and both were entertained by the Mexican authorities. After waiting for favorable weather reports Mrs. Putnam took off for New York City across the Gulf of Mexico, arriving safely.

Consul General Thomas D. Bowman left Mexico City on June 10 for an inspection trip of the Consulates in northern Mexico.

Consul Herbert O. Williams, of Vera Cruz, is anticipating with pleasure his move from that hot steamy port to Gibraltar, his new post.



SHANGHAI

Members of the Service will be gratified to learn of the recognition recently accorded Consul General Cunningham.

The Secretary of State on June 13 sent the following telegram to him at Shanghai:

"The President, by Executive Order, has just approved, effective December 31, 1935, your retirement from the extended active duty to which you were called by the urgent needs of the Service and to which you so loyally and cheerfully responded. It is with particular gratification that I convey to you my sincere appreciation of the services which you have rendered to the Government of the United States during the past thirty-seven years, the last fifteen of which have been spent in charge of one of the Department's most important and exacting posts. Throughout this exceptionally long term of office you have discharged with distinguished success the varied duties placed upon you. The example which you have set of high integrity, moral courage, and loyal and boundless devotion to the welfare of the Service is worthy of the best efforts of our officers to emulate. I thank you for your unfailing cooperation with the Department and particularly for your willingness to forego the rest which you had so ably earned upon the attainment of your sixty-fifth birthday. I feel that the two and a half extra years which you have given to your country are of incalculable value and that largely as a result of them the situation which caused this extra demand upon you has so improved that now it can be entrusted to other hands.

"I beg to offer you my every good wish for your future welfare and happiness and I know that in doing so I voice the thoughts not only of the officers of the Department who have had the good fortune of your association but of every member of the Foreign Service."

(Note prepared in the Journal's Offices.)

ITALY

On May 11, Vice Consul T. C. Achilles, transferred from Rome to the Department, was in Naples to take the S.S. *Excambion*, complete with Mrs. Achilles, small Marian and nurse, and Doris, the Scotty. Their friends in the Service in Italy were sorry to see them go and will miss the warm hospitality that was always present at their house in Rome.

The Ambassador sailed for a brief visit to the United States on the *Rex* on May 29. He presided at the Thursday lunch, and it was a great pleasure to have him with us.

Consul Withey is spending his local leave on the



Monnett B. Davis

CONSUL GENERAL EDWIN S. CUNNINGHAM SIGNS HIS 10,000TH DESPATCH AT SHANGHAI, APRIL 16, 1935. THIS PROBABLY CONSTITUTES A PEACE-TIME RECORD IN AN AMERICAN CONSULAR OFFICE.

bay of Naples in "*M'en Fiche*" the newest addition to the fleet.

Consul Wasson is expecting to go on home leave in October.

There follows an interesting item from the American Consul at Florence.

"On May 31st. the five American Foreign Service aspirants (Messrs. William F. Busser, E. Tomlin Bailey, Beppo R. Johansen, Glion Curtis, Jr., and Charles S. Millet) presented their final theses to the Italian Diplomatic School in this city, thus closing their scholarship studies. These young men were selected by the Department last Fall from the eligible list of those who had passed the Foreign Service exams, and were awarded the five scholarships in the Italian Diplomatic School, granted this year for the first time by the Italian Government. Each scholarship carried with it free tuition from January 1st to May 31st, and the sum of Lire 3,000 to apply towards living expenses.

"As only one of the young men had studied any Italian whatsoever, the road has been a hard one since all lectures have been naturally in the Italian

(Continued to page 422)

ELECTION OF OFFICERS

AMERICAN FOREIGN SERVICE ASSOCIATION—1935-1936

The Electoral College of the American Foreign Service Association met on June 4, 1935. The members of the College were:

BARNES, M. B.
BRANDT, G. L.
BURSLEY, H. S.
DAWSON, ALLAN
FLOOD, P. H. A.
HEATH, D. R.
MACEachRAN, C. E.
MCGURK, J. F.
MERRELL, G. R., JR.
MOFFAT, J. P.
PERKINS, M. F.
PINKERTON, L. C.
REED, E. L.
SCHOENFELD, R. E.
SIMMONS, J. F.
VILLARD, H. S.
WILSON, E. C.
WILSON, T. M.



Harris & Ewing

JOHN CAMPBELL WHITE



DOUGLAS JENKINS

Mr. John Campbell White was elected President of the Association for the year beginning July 1, 1935, and Mr. Douglas Jenkins was elected Vice President.

The following were elected members of the Executive Committee of the Association:

THOMAS M. WILSON
EDWARD L. REED
JOHN FARR SIMMONS
HERBERT S. BURSLEY
RUDOLF E. SCHOENFELD
LOWELL C. PINKERTON—*Alternate*
JOSEPH F. MCGURK—*Alternate*

Books

PINSON, KOPPELL S. A bibliographical introduction to nationalism . . . with a foreword by Carlton J. H. Hayes. (New York, Columbia University Press, 1935. 5 p. l., 70 p., 1 l., paper, 75 cents.)

This is an annotated list of 431 books on nationalism, arranged according to subject and region, by one of the assistant editors of the "Encyclopaedia of the Social Sciences," with an introduction by Carlton J. H. Hayes, Professor of History in Columbia University, whose "Essays on Nationalism," published in 1926, was the pioneer study of nationalism in this country.

Only books published in the English, French and German languages, or books translated into those languages, are included. General works on the history of a country are omitted, as are those dealing with "the purely juristic, administrative and political aspects of the nationality problem," which eliminates the voluminous literature on minorities. Propaganda works are not listed, and the early literature by leaders of the national movements in the various countries is indicated merely by the names of those leaders at the beginning of the regional sections, in the thought that "it is the collected literary activity of the individual which is to be studied rather than any specific works."

There is a table of contents and an index of names. An admirable feature of the index is the listing of the titles of the books after the names of the authors, making it an alphabetical author, title list, supplementing the subject arrangement of the study of the book.

The annotations are clear and informing, of an average length of about eight lines.

Under the various subject and regional headings there seems to be no effort made to arrange the items either alphabetically by author, or chronologically by date of publication. It would be an advantage to have them so arranged in the next edition which is promised for five years from now.

One wonders why Henry L. Stimson's "Democracy and Nationalism in Europe" (Princeton University Press, 1934) and "The World Trend Toward Nationalism" (Annals of the American Academy of Political and Social Science, July, 1934, vol. 174) were omitted, but, realizing the great amount of research, reading and selection involved in the compilation, and that the author looks upon it as frankly experimental, one joins with Dr. Hayes in being grateful for the preparation of "an original and serviceable guide."

YALE O. MILLINGTON.

TREATIES AND OTHER INTERNATIONAL ACTS OF THE UNITED STATES OF AMERICA, edited by Hunter Miller, Volume 4, 1934 (Washington, Government Printing Office, pages XXVI, 855 \$4.00).

Volume 4 of what has, deservedly, come to be known as "Miller Treaty Series," covers the period from January, 1836, to June, 1846. The complete series will include some fifteen volumes and will contain, in chronological order, all the treaties and other international agreements of the United States which have ever been in force.

The latest volume of this monumental work contains forty-two documents—one-third of which have not before been published in treaty collections of the United States. Some of the more important documents include the Webster-Ashburton Treaty of 1842, the Arrangement of 1845 for the Annexation of Texas, and the First Treaty of 1844 with China.

As the author explains in the preface to this volume, the documents are arranged chronologically according to date of signature; each document has a serial number but the numbers are merely for convenience. "The head note to each document gives the relevant dates; the notes which follow each document are mainly textual and procedural but treat to some extent of the diplomatic history of the document. * * * * The print of the documents and of the quotations in the notes is literal and thus includes any peculiarities and even any errors of the original. Certain texts are reproduced in facsimile."

This somewhat dry and concise description cannot begin to give an idea of the wealth of informative material contained in this unique piece of intelligent research—I feel tempted to say enthusiastic—for which not only lawyers, diplomats and historians but also laymen interested in our diplomatic history must ever owe a debt of gratitude to Mr. Miller. It is no exaggeration to state that the Miller Treaty Series constitute not only a most valuable but also a most interesting case study of American diplomatic history.

Document 109—The Treaty of July 3, 1844, with China—takes up 103 pages, 36 of which are devoted to the Notes. In addition to general observations on the treaty these Notes contain dissertations, among other subjects, on "The Signed Originals," "The Tariff Duties," "The United

(Continued to page 420)



Foreign Service Changes

Chiefs of Mission

The Senate has confirmed the following Executive nominations:

Nelson Trusler Johnson to be Ambassador to China.

George A. Gordon to be Minister to Haiti.

The following changes have occurred in the Foreign Service since May 15, 1935, and up to June 15, 1935:

William C. Affeld, Jr., of Minneapolis, Minn., American Vice Consul at Singapore, Straits Settlements, now in the United States, assigned Vice Consul at Bremen, Germany.

James C. H. Bonbright of Rochester, New York, Third Secretary of Legation at Ottawa, Canada, assigned to the Department of State for duty.

Allan Dawson of Des Moines, Iowa, a Foreign Service Officer now assigned to the Department, appointed as Assistant to the American Representative to the Chaco Mediation Conference to be held at Buenos Aires, Argentina.

Robert F. Fernald of Ellsworth, Maine, Second Secretary of Legation at La Paz, Bolivia, designated Second Secretary of Legation at Montevideo, Uruguay.

The transfer of Robert F. Fernald of Ellsworth, Mo., from Second Secretary of Legation at La Paz, Bolivia, to Second Secretary of Legation at Montevideo, Uruguay, has been canceled. He has been designated second Secretary of Embassy at Santiago, Chile.

Edwin McKee of Moultrie, Georgia, American Vice Consul at Callao-Lima, Peru, appointed Vice Consul at Buenaventura, Colombia.

Brigg A. Perkins of Berkeley, California, American Vice Consul at Bergen, Norway, appointed Vice Consul at Oslo, Norway.

John R. Putnam of Hood River, Ore., American Consul at Genoa, Italy, having been confirmed a Consul General, assigned American Consul General at Genoa.

Guy W. Ray of Wilsonville, Ala., American Vice Consul at Guaymas, Mexico, designated Third Secretary

of Legation and American Vice Consul at Managua, Nicaragua.

R. Borden Reams of Luthersburg, Pennsylvania, American Vice Consul at Port Elizabeth, Union of South Africa, assigned American Vice Consul at Johannesburg, Union of South Africa, effective upon the closing of the office at Port Elizabeth which has been ordered.

William C. Rupprecht of Illinois, American Vice Consul at Buenaventura, Colombia, appointed American Vice Consul at Callao-Lima, Peru.

Robert M. Scotten of Detroit, Mich., Counselor of Embassy at Santiago, Chile, designated Counselor of Embassy at Rio de Janeiro, Brazil.

Edwin F. Stanton of Los Angeles, Calif., American Consul at Hankow, China, assigned Consul at Shanghai.

Clare H. Timberlake of Jackson, Mich., American Vice Consul at Buenos Aires, Argentina, designated Third Secretary of Legation at Montevideo, Uruguay.

George L. Tolman of Denver, Colorado, American Vice Consul at Toronto, Canada, appointed American Vice Consul at Sault Ste. Marie, Canada.

Herbert O. Williams of Sacramento, Calif., American Consul at Veracruz, Mexico, assigned Consul at Gibraltar.

Gilbert R. Willson of Texas, American Consul at Bremen, Germany, assigned Consul at Veracruz, Mexico.

The following changes within the Department have occurred in the Foreign Service: Theodore C. Achilles, American Vice Consul in Rome, has arrived in the Department and has been assigned to the Western European Division.

John M. Allison has left the Department for his post at the Consulate General at Tokyo.

Willis R. Peck, Consul General at Nanking and Counselor of Legation, has been temporarily detailed to the Far Eastern Division.

S. Walter Washington has been temporarily assigned to the Latin American Division.





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DEPARTMENT OF COMMERCE CHANGES

Commercial Attaché Sam Woods from Prague is en route to Washington, where he will be temporarily assigned for several months. During his absence, Mr. Basil D. Dahl from Stockholm will be in charge at Prague.

Mr. Daniel J. Reagan, Assistant Commercial Attaché at Paris, recently returned to the United States for temporary duty in Washington.

It was with great regret that the friends of Assistant Trade Commissioner DuWayne G. Clark of our Buenos Aires office learned of Mrs. Clark's death at that post on May 17, shortly after the birth of a son who survives her.

Mr. Donald W. Smith, formerly at Tokyo, recently sailed from the United States, where he has been on leave for several months, for Batavia as Trade Commissioner, to be in charge of that office. Trade Commissioner C. G. Isaacs, who has been temporarily assigned at Batavia, will be transferred to Calcutta.

En route to the States from Bogota, Assistant Trade Commissioner J. B. Neathery was recently married in Panama to Miss Alicia Serrano of Colombia.

W. P. W.

BIRTHS

Born to Mr. and Mrs. Ralph Miller, on May 28, 1935, in Washington, D. C., a son, Ralph Miller III.

A son, Hugh Corby Fox III, was born to Mr. and Mrs. Hugh Corby Fox at Berlin, March 16, 1935.

Born a son, John Heath Morgan, Jr., to Mr. and Mrs. John Heath Morgan, at Washington, June 4, 1935.

Born on May 30, 1935, at Valencia, Spain, to Mr. and Mrs. Milton K. Wells, a son, John Milton Wells.

Born in San Jose April 18, 1935, to Mr. and Mrs. Livingston Lord Satterthwaite, a son, George Satterthwaite II.

MARRIAGES

Kimrey-Sullenberger. Married on May 17, 1935, at Guatemala, Chester H. Kimrey and Miss Jessie Margaret Sullenberger.



SERVICE VISITORS

The following officers and clerks called at the Department on leave or en route to their posts.

DATE OF REGISTRATION

	May
G. Edith Bland, Zurich, on leave in Wilton, Conn.	16
Elvin Seibert, Southampton, on leave	17
John H. Madonne, Beirut, sailing May 28	17
Samuel Reber, Berne, on leave in Tyringham, Mass.	17
L. J. Keena, Paris, on leave in Washington en route to Tegucigalpa	17
Hugh Gibson, Rio, en route to Argentina	17
John M. Allison, Tokyo, en route to post	18
Ernest L. Harris, Vienna, on leave in Washington	20
Robert Coe, Istanbul, on leave in Oyster Bay, N. Y.	20
Robert D. Longyear, Edinburgh, on leave	20
Charles O'Day, Caracas, on leave	20
Henry T. Dwyer, Fort William and Port Arthur	21
John J. Meily, Hamburg, on leave	21
Robert G. Caldwell, Lisbon, on leave	21
Fred H. Houck, Cherbourg, on leave in Washington	21
Nathaniel P. Davis, Inspector	22
Jean Lattimer, Lisbon, on leave	22
T. Muldrup Forsyth, Callao-Lima, on leave	23
R. W. Heingartner, Frankfurt on the Main, on leave	23
John J. Macdonald, Batavia, on leave in St. Louis	24
S. Walter Washington, Istanbul, on leave	27
William C. Affeld, Jr., Singapore, on leave	27
Louis L. Kirby, Riga, on leave	27
George P. Shaw, San Luis Potosi, on leave	27
Dorothy Thornton Brown, Warsaw, on leave	27
Carlton Hurst, Penang, on leave	27
Irene Shannon, Habana, on leave	27
William E. Chapman, Bilbao, on leave	28
Guy W. Ray, Managua, en route to post	28
James H. Kecley, Montreal, on leave	29
T. Ogletree, Berlin, on leave in Columbus, Georgia	29
Emil Sauer, Toronto, on leave	31

June

Roy E. B. Bower, Stockholm, on leave	1
Ellis O. Briggs, Habana, on leave	1
Theodore C. Achilles, reporting for duty	1
John D. Johnson, Hamilton, en route to post	3
Raymond H. Geist, Berlin, on leave in Cleveland	3
Clay Merrell, Hamilton, Bermuda, on leave	3
Curtis C. Jordan, Madrid, on leave in California	3
Leslie A. Weisenburg, Paris, sailing June 7	3
Claude I. Dawson, Barcelona, sailing June 11	4
Charles E. Bohlen, Moscow, on leave	4
Edward Page, Jr., Riga, on leave	4
Charles W. Thayer, Moscow, on leave	4
Bartley P. Gordon, Moscow, on leave in Washington	5
Marion B. Jones, Paris, on leave in Bronxville, N. Y.	5
H. Stewart Beers, Paris, on leave	5
A. W. Klieforth, Vienna, on leave in Wisconsin	6
Lincoln C. Reynolds, Tientsin, on leave	7
Samuel H. Wiley, Havre, on leave in Salisbury, N. C.	7
W. Quincy Stanton, San Salvador, on leave	8
J. Austin Adams, Tegucigalpa, on leave	8
Patrick J. Powers, Puerto Barrios, on leave	10
James W. Gordon, Jr., Glasgow, on leave	10
Otis W. Rhoades, Kobe, reporting to Department	10
Brockholst Livingston, Oslo, on leave	12
J. Kenley Bacon, Stockholm, on leave	12
Ray Fox, Habana, on leave	12
Rudolph Peltzer, Bucharest, on leave	13

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Fifty Years in the Despatch Agency

By FRANK GURNEY
Despatch Agency, London

IT is fifty years since, at the age of fourteen and a half, I left St. Peters National School, Hammersmith, and entered the service of the United States Government. It was on the 1st June, 1885, that I commenced my duties in the Despatch Agency under Mr. B. F. Stevens and Mr. C. J. Petherick.

Mr. Stevens, who was born in February, 1833, at Barnet, Vermont, came to London in 1860, and soon afterwards founded "The American Library and Literary Agency" which is carried on today. Through Mr. Stevens' interest in Chas. Whittingham & Co., the Chiswick Press, where my father was employed, I obtained my introduction to the Despatch Agency.

I have seen many changes during fifty years. The work and importance of the Agency has grown enormously since Mr. Stevens was appointed Agent in 1866 by the Honorable W. H. Seward, Secretary of State of the United States. He held the office until his death in March, 1902. Mr. J. B. Gilder succeeded him, but resigned in 1905 and was followed by Mr. R. Newton Crane, K. C., who remained in office until his death in 1926. He was followed by Mr. C. J. Petherick, who was chief clerk under Mr. Stevens when I entered the service, and who held the appointment from 1927 until his death in 1929.

He died on Washington's Birthday, February 22, having served the Agency for 61 years. After Mr. Petherick's death, I was appointed by the Secretary of State to act temporarily, and held the position for just a year until the present Agent, Mr. John H. E. McAndrews, was appointed on February 17, 1930.

In 1885 the American Legation was at Members Mansions, Victoria Street, Westminster, the Consulate at Abchurch Lane, City, and the Despatch Agency at 4 Trafalgar Square, W. C.

The Honorable E. J. Phelps was then American Minister, and Mr. Charles Hodson, the chief clerk. Later, the Legation moved to 123 Victoria Street, Westminster, and in 1893 became an Embassy, when the Honorable T. F. Bayard was appointed first Ambassador to the Court of St. James. I had the privilege to meet him at the Embassy on his first morning.

The first Attachés whom I knew well were Capt. F. E. Chadwick, and Major Post, Army.

The principal duty of the Despatch Agency is to act as the clearing house for all official correspondence and other matter abroad passing between the State and Navy Departments, and the various missions in Europe, and of course the Government Despatch pouches. In addition, all the mail for the United States warships, on visit to European and Mediterranean ports, passes through the Agency.

It was the Despatch Agent who received the United States Delegation to the Peace Conference at the Hague, the Alaskan Boundary Tribunal, and other conferences from Washington.

A tremendous amount of work fell to our lot when some of the Fleet visited Europe. In 1886, the European Squadron, under the command of Rear Admiral S. R. Franklin, U. S. N., visited English waters. It consisted of the U. S. S. *Pensacola*, U. S. S. *Kearsarge*, and U. S. S. *Quinnebaug*. In 1889 there was another visit, under Rear Admiral James Greer, U. S. N., with U. S. S. *Lancaster*, U. S. S. *Enterprise*, and again U. S. S. *Quinnebaug*.

This time I well remember, for the *Lancaster*, coming from the South Atlantic station to Europe after cruising 100 days, arrived at Gibraltar. During the whole of the time the *Lancaster* mails were accumulating in the office, and when at last we were able to forward them, it took Mr.



John H. E. McAndrews

MR. FRANK GURNEY OF THE UNITED STATES
GOVERNMENT DESPATCH AGENCY, LONDON.

Brakes Wore Out *but* THIS Tyre Kept Right on Rolling



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GOOD  **YEAR**



Petherick and myself a day and a night to despatch them.

In 1890 the Squadron of Evolution arrived on the European station, under the command of Rear Admiral J. G. Walker, U. S. N., with ships consisting of the U. S. S. *Chicago*, Capt. H. B. Robeson, U. S. N.; U. S. S. *Boston*, Capt. James O'Kane, U. S. N.; U. S. S. *Yorktown*, Capt. F. E. Chadwick, U. S. N.; and U. S. S. *Atlanta*, Capt. J. H. Howell, U. S. N.

In 1894, under the command of Rear Admiral Henry Erben, U. S. N., it consisted of the U. S. S. *Chicago*, U. S. S. *Bennington*, Capt. A. T. Mahan, U. S. N., commanding the *Chicago*. In 1896, under the command of Rear Admiral W. A. Kirkland, U. S. N., it consisted of the U. S. S. *San Francisco*, U. S. S. *Minneapolis*, U. S. S. *Marblehead*, U. S. S. *Cincinnati*, and the U. S. S. *Bancroft*.

About this time, the U. S. S. *Monongahela* arrived at Plymouth, bringing the cadets from the Naval Academy, for the summer cruise. A telegram was received at the Agency, asking us to reserve accommodation at hotels for the whole party. This was done by the time of their arrival in the evening, to the delight of the visitors, and to our own satisfaction, for it was no easy task to secure so much accommodation at such short notice.

In 1899, the U. S. battleship *Olympia* arrived at Gravesend, on her return from the Battle of Manila, with Admiral George Dewey, U. S. N., commanding. The mails were so large, consisting of parcels, books, and presents, even to flowers, that arrangements were made for special delivery, and I went myself from Trafalgar Square to Gravesend, to meet the *Olympia* on her arrival, and to superintend the conveyance of the mail.

Later, when General Miles, U. S. A., and his staff arrived from Manila, the Agency arranged for their stay at Browns Hotel, Dover Street, London, W.

The U. S. S. *Pittsburgh*, under the command of Rear Admiral Andrews, U. S. N., steamed during her great European cruise from 1922 to 1924, a total of 24,818 miles. The Agency had charge of the mails for the *Pittsburgh* during this cruise.

The outbreak of the Great War in 1914 changed the whole routine of our work at the Agency. It became necessary for all pouches to be carried by special couriers rather than be entrusted to the vagaries of wartime train service, and on the recommendation of Mr. Edward Bell, then first Secretary of the Embassy, I was appointed to this

duty by the Department of State. My duty was to convey all outward despatch pouches from the Embassy to the purser of the mail ships and to collect all incoming pouches, and deliver them back to the Embassy.

This necessitated constant journeys to the ports of Liverpool, Southampton, Plymouth, and Falmouth, and my diary shows me that from 1914 to 1920 I travelled no less than 176,577 miles, carrying 8,860 pouches.

Owing to the heavy mails, it was found necessary to move into larger premises, and in 1917 we removed to 53 Victoria Street, and five years later, to be nearer the Embassy we moved again, this time to our present address at 6 Grosvenor Gardens.

Looking back over the rush and tear of the four years of the War, I feel that the element of risk and excitement was not confined to those who were on active service, but that some of it fell to the lot of civilians. I was on duty very often for two days and nights at a time, traveling by car or by train, sometimes by the ordinary service, sometimes by special train.

When meeting ships at Plymouth, I had to go out into the Sound on the tug which took the Customs and Quarantine officials. Sometimes we were out for three or four hours waiting for the boat to arrive, and perhaps another hour or so getting alongside when the weather was bad. Quite exciting enough for a landsman, especially when the trip occurred in the night.

I had to be ready to leave London at any time of the day or night, so that my family never knew for certain where I was. One night I had arranged to leave on the 11.50 p. m. to Liverpool, when we received an air raid warning. I left home for the office by underground to find all London in darkness. The car was loaded up with pouches and we proceeded to Euston in pitch darkness with no headlights on. As we went up Victoria Street, a bomb from a Zeppelin dropped on Piccadilly Circus.

We managed to get to Euston, and with the help of the station police got the pouches into safety. The train was only 45 minutes late in starting, but passing through Wolverton we found that the raiders were in the neighborhood and had dropped bombs at Blisworth. There were fires around the railway and the country was lit up by searchlights. Thus we arrived at Liverpool something like three hours late.

I was present in 1917 when General Pershing arrived in Liverpool with his staff to take over the command of the American Army, and saw the first contingent of the U. S. troops arrive—



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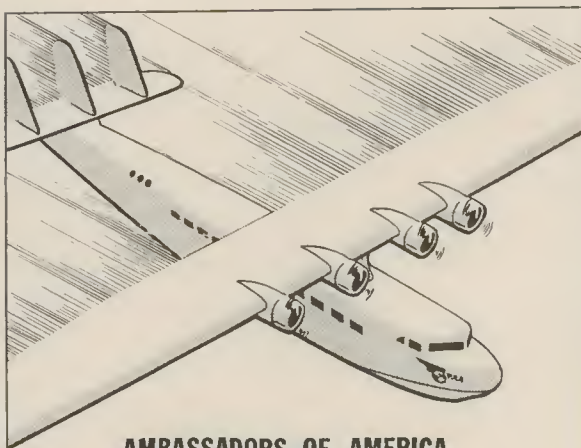
THE NATIONAL GEOGRAPHIC MAGAZINE

GILBERT GROSVENOR, Litt.D., LL.D., *Editor*

WASHINGTON, D. C.

At Right: Exporting Cattle from the Azores
Photograph by Wilhelm Tobien





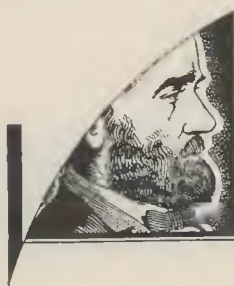
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HISTORIC



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in fact, I carried the pouches on their special train.

On another occasion when I was in Liverpool meeting the *St. Louis*, I heard that Lord Reading and Lord Northcliffe were returning from America to London, and that a special train had been arranged for them by the Admiralty. I was introduced to them and given permission to travel on their train.

Special trains had an attraction for me: they meant more time at home—and I usually obtained permission to use them when I had despatches. In this way I met, among others, Admiral W. S. Sims, U. S. N., Ambassador Willard, and Mr. A. J. Balfour.

At times the contents of the pouches were extremely important, and as an extra safeguard, Admiral Sims arranged for Sergeant Porter, of the Marines, to be attached to me for protection, and for two years we traveled together. Being a peaceful man, it took me some time to get used to his loaded revolver, but eventually I became accustomed to it. On one occasion I was entrusted with a consignment of gold and bills amounting to many thousand pounds.

This was the balance of a fund of American money placed in London for the use of Americans passing through, and I was very glad to see it safely stowed away in the purser's strong room on the *S. S. Lapland*.

One of the greatest difficulties on my travels was to get meals, owing to the food rationing, and sometimes my bread and meat coupons were of no use because I had no opportunity to use them. At times like these our good friends among the ship captains and officers came to the rescue with an invitation to dine on board, or else the Sergeant would run across a friend in the American Red Cross or Navy canteen.

Very occasionally there would occur a welcome break in the hurry of moving about the country, and once when I went to Falmouth to meet the *S. S. Rotterdam*, I had three pleasant days of rest. It afterwards appeared that German submarines were outside Falmouth, and shipping was diverted.

I had to make up for my rest, however, for I traveled by night train to London, picked up some pouches, and went straight to Liverpool. Having met the convoy, I returned to London, only to find that I had to make the same journey again to meet the *S. S. Cedric*.

At the Agency we have many strange commissions to perform in a more or less unofficial way, and we are able to use our knowledge of English laws to help Americans coming into



the country. Years ago the Honorable A. A. Adee, Assistant Secretary of State, was an annual visitor, touring England and the Continent on his bicycle. He always required new parts for his machine to be ready on arrival. Why he didn't have a new bicycle I never found out.

I remember, while in Plymouth, being awakened at three in the morning by a telegram from Ambassador Willard, asking me to meet him. He had come from Madrid to meet Mr. Kermit Roosevelt and his family, arriving on the *Carpathia*. The Consul introduced us to the Admiral of the Port, who placed a launch at our disposal, and I was proud to be received on the deck of the *Carpathia*.

Once again I was fortunate for having secured my pouches from the *Carpathia*; I was able to return to London by special train.

The Jubilee of King George this year brings to my memory the Coronation ceremonies in London in 1911, when it was packed with visitors, and the streets were closed to all traffic leading to Westminster Abbey. Mr. William Phillips, then Secretary of the Embassy, arranged for me to have a special pass issued by the Metropolitan Police, Scotland Yard, which enabled me to carry out my official duties without hindrance on these memorable days. The pass I still hold as a souvenir.

F. G.

FOREST SONG

We walked in the tapestried forest
when summer's breath gave heat,
with little brittle fallen twigs
crackling under our feet.

We hunted jack-in-the-pulpit
and lady's-slipper prim
red vagabond devil's-paint-brush
and Indian pipe's white limb

and watercress under the ripples
and herries of wintergreen,
till memory glowed with the vision
of tiny miracles seen.

So all summer long in the forest
we squandered the azure days
descending when the sun
pointed chillier rays
but we gathered delight like a jewel
to be prized as we squandered the days.
—*Mariquita Villard.*

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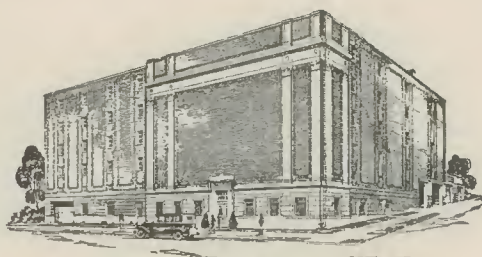
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JAPAN

(Continued from page 375)

In planning what to give the Empress, Perry's imagination evidently failed him. What could you give a lady of the 1850s but something to wear? And what if that lady wore neither hoopskirt nor shawl nor bonnet? The result was that while the Emperor was given gifts totaling thirty-three items, his consort was presented only three. As for dress goods, Perry hit upon the idea of a "flowered silk embroidered dress." Of course it must have been cut to wear over a hoop, but that could not be helped. The second item was a "toilet dressing box, gilded." The third was perfumery. "six dozen assorted." At this point Perry evidently gave up in despair and went on with the rest of the list, all of whom, fortunately, were males.

As a matter of fact, neither the Emperor nor his consort ever saw the presents addressed to them. And, considering the quality of porcelains that were known in Japan, it would be interesting to learn just what the First Commissioner, Prince Hayashi, thought when he found among his gifts a "china-ware tea set" that had been made in America.

From the somewhat arid nature of the American literature also presented to the officials of Japan, we may turn by way of contrast to an important item in the assortment of gifts.

This, alas! was liquor. The popular allegation of the introduction of western civilization has been that the trader has come first with his gun and his bottle of firewater, and then the missionary has followed with his Bible.

To Dr. Samuel Wells Williams belongs the unique, if unwelcome, distinction of being the missionary who brought ashore the musket and the rum. And it is curious that although he expresses in his journal strong disapproval of the grog ration aboard our men-of-war, and speaks harshly of the powerful thirst of officers and men, the presentation of an enormous amount of liquor and wines to the Japanese princes excites no comment from him at all. All that he says of the presents is that "they form a large collection, though not very valuable."

According to William Elliott Griffis, a missionary and the biographer of Perry, barrels of whisky were rolled up from the beach to the treaty house!

Nor were the Japanese left uninitiated in the purposes for which good Madeira and whisky were made. On March 28, 1853, Perry entertained about seventy Japanese officials at a dinner on board the flagship *Powhatan*, the higher princes dining in the Commodore's cabin and the rest at tables spread on the quarter-deck. According to the Commodore's description of this party in his official report, it is evident that "a good time was had by all."



"The Commodore," he writes, "was determined to give the Japanese a favorable impression of American hospitality, and had accordingly spared no pains in providing most bountifully for the large party expected . . . The liquors, particularly the maraschino, seemed to suit the tastes of the Japanese exactly, and they drank unnumbered glasses of it. After the dinner the sailors gave a minstrel show, following which the Japanese officials were escorted over the side into the boats.

Perry's aplomb won the day. Japan signed a treaty of peace, amity and commerce with the United States. The treaty provided for kind treatment to United States sailors shipwrecked on the shores of Japan, permission to obtain wood, water, coal, provisions, and other stores needed by ships at sea, with leave also to anchor in the ports of Shimoda in Idzu and Hadodate on the Island of Yezo.

New Japan seemed born in a day. Clan jealousies, financial distress, disbelief, and all the other elements that were beginning to show themselves at the time of Perry's first visit,* broke out like a contagious disease. The Shogunate fell, and the Emperor came into his own. The feudal system was abolished; a modern army was organized; railroads were built. Old ideas and faiths, old forms and customs were abandoned while new Japan tried the accustomed ways of the Occidental countries, much to the latter's benefit. In 1868, the value of Japan's exports and imports was 27,000,000 yen; at the turn of the century it had reached 491,000,000, and from then on, the aggregate steadily increased to 4,878,240,000 yen in 1925. (3,778,266,000 yen in 1933.)

FOREIGN TRADE CONVENTION

The Twenty-second National Foreign Trade Convention of the National Foreign Trade Council will be held November 18, 19, 20 at Houston, Texas, on the invitation of the Houston Chamber of Commerce.

America's cotton problems will engage the special attention of the convention at a session representing the raw cotton interests.

The date of the National Foreign Trade Convention at Houston has been arranged to follow the American Bankers' Convention, which meets in New Orleans, November 11th to 14th. This will facilitate the attendance of bankers at Houston, who form a very important section of the delegation representing foreign trade activities. The Houston date has also been arranged to follow the meetings at Los Angeles of the American Petroleum Institute.

*See Ambassador Grew's article on the Perry Anniversary, FOREIGN SERVICE JOURNAL, August, 1934.



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SECRETARY HULL WINS

SOUTH AMERICAN GOOD WILL

BUENOS AIRES, May 10.—A suggestion by Secretary of State Cordell Hull this week put an end to the long-drawn-out Chaco peace imbroglio and started proceedings which, it is hoped, will terminate the three-year war between Bolivia and Paraguay by the end of this month.

The alacrity with which Mr. Hull's suggestion was accepted and acted upon by Brazil, Chile, Peru and Argentina is new evidence of the close and friendly cooperation that has been developed between the United States and South American governments under Mr. Hull's handling of President Roosevelt's "good-neighbor" policy.

As recently as five years ago the United States Government would not have dared make a definite suggestion to South American governments as to how they could best proceed toward solving a South American problem. Such a suggestion would have been looked upon as officious meddling by the "Colossus of the North" in the affairs of smaller, weaker republics.

HULL CONVINCES SOUTH AMERICA

Mr. Hull has convinced the South American governments that the United States has definitely abandoned her "big-brother" attitude and that his dealings with them are as man to man. On that basis they welcome his cooperation.

An outstanding factor in this new close relationship is the leadership taken by Argentina in cooperating with Mr. Hull. As long as the United States was suspected of setting herself up as a "big brother" Argentina was her most stubborn opponent. Argentina insisted that, if there must be a "big brother" to watch over South American republics, it should be Argentina, not the United States. Since there is to be no "big brother" under Mr. Hull's interpretation of the "good neighbor" policy, there is no longer any reason for political rivalry between Argentina and the United States. Argentina is becoming one of the most confident cooperators with the United States in seeking the solution of all major inter-American problems.

High Argentine officials say there had been no other time in the last thirty-five years when the Argentine Foreign Office felt so close to the Wash-

ington State Department. They often become enthusiastic in discussing the relations.

Foreign Office authorities unanimously give Mr. Hull full credit for this change in the situation. They say the present cordial relations between Buenos Aires and Washington are due in large measure to the close friendship established between Señor Saavedra Lamas and Mr. Hull at the Pan-American Conference at Montevideo. But they are quick to add that this personal factor could not have produced the present result if Mr. Hull had not inspired complete confidence by the manner in which he cleared up the United States' position in Nicaragua, Haiti and Cuba.

PROMPTNESS COMMENDED

Commentators never fail to remark that South American satisfaction over Mr. Hull's compliance with his promises in the Caribbean has been doubled by the promptness with which he carried out his promised reform. Argentine officials are very emphatic in insisting that Mr. Hull has completely effaced all the suspicion with which the Argentine Foreign Office formerly looked upon the Washington State Department's South American policy.

These statements are borne out by the fact that Señor Saavedra Lamas took the leadership in insisting that the United States join the ABC-P group in the Chaco peace negotiations which are now beginning.

The sincerity of the present close friendship between Buenos Aires and Washington could not be better proved than by the fact that it exists at a moment when business relationship between the two countries is undergoing one of the worst crises in history.

American business men are complaining against the restrictive measures of Finance Minister Federico Pinedo, which they insist constitute open discrimination against Americans. Argentine business men are bitterly complaining against the failure of the Washington State Department to begin negotiation of the long-promised reciprocal trade treaty with Argentina.

Yet the diplomatic relationship between the two governments continues to be the most cordial of the last half-century.—By John W. White, *Special Cable to the New York Times*.



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NEWS FROM THE DEPARTMENT

(Continued from page 391)

over Manchuria and the Peruvian-Colombian dispute over Leticia.

"So often as opportunity offers, we shall seek occasion, without abandoning the traditions of our policy or trammeling our independence of judgment or action, to assist in the prevention of war and in the preservation and promotion of peace. We have not to my knowledge overlooked any opportunity that has been offered and we shall not overlook any such opportunity in the days to come."

On June 12 in an address before the Conference of Seaport Cities on International Trade in New York, the Secretary spoke of the tremendous stimulus to economic activity that a recovery of exports and imports to pre-depression levels would give. He pointed out the greatly increased trade which has resulted from our trade agreement with Cuba and stated that five trade agreements have been signed with other countries with negotiations in progress with thirteen others. On the assumption that these agreements completed or actually being negotiated will increase trade on an average only one-half as much as the Cuban agreement, there would be added in the course of a year some 7 or 8 million tons to our export and import cargoes which would have no mean significance for the prosperity of our port cities. But this, he said, is merely a beginning of the trade agreements program, the cumulative effect of which he hoped and believed would carry our foreign trade tonnage back to the full high level of former times. "This is the prize which the successful pursuance of the trade agreements program holds out to those interested in ports and in the shipping of the United States." The Secretary spoke of the vital interest that our port cities have in our neighboring countries and said that a spirit of cordiality, confidence, cooperation and good will is steadily gaining ground between the countries of the new world, which cannot fail to bear fruit in the material and cultural advance of all of these nations. This country, he said, "will not turn back from the policy of the good neighbor manifested at Montevideo and supported day by day by new evidences of cooperation and good will." Referring to the allegation that the trade agreements program is flooding our domestic market with foreign agricultural products, the Secretary said that for many years back we have each year imported a limited quantity of grains, meats, vegetables and dairy products and even



cotton, but that the proportion of such imports in relation to the total domestic production has always been insignificant and moreover we have normally exported enormously more than we imported. He pointed out that recent imports had been greater because of the calamitous drought but said that even so such imports offset by less than two per cent the shortage created by the drought. The Secretary said that we are faithfully bearing in mind all branches of agriculture and industry in our trade agreements program and that we scrutinize with utmost care every item of our trade with each government with whom we negotiate. We have gone far enough in our program to know that mutually profitable trade can be materially increased. The Secretary referred to the fallacy of the "buy at home" slogan, and said that a nation must buy if it wants to sell. He said that substantial progress has been made in this country and some others toward recovery, but that in the world as a whole recovery thus far has fallen short of the desired goal, and that in looking at the international situation it is not difficult to see some of the weighty reasons why this is true. . . . World economy has been subjected to violently destructive upheavals during the course of the depression and "we must minimize to the utmost possible extent the possibility of further serious upheavals. Statesmen in many countries are inquiring whether the time has not arrived when cooperation between leading countries could put an end to serious exchange fluctuations. Such action would enormously facilitate the remaining need for international price adjustments which must be made before a genuine balance has again been reached. * * * More and more as the balance in the international structure is improved by the continued progress made in exchange stabilization we may anticipate a cumulative movement in the direction of freeing the channels of international commerce. * * *

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Burma's New Year

By WINFIELD H. SCOTT, *Consul, Rangoon*

THE sweltering population of American cities and Consular Officers stationed at tropical posts will have every reason to envy the refreshing method employed by Burmese Buddhists to usher in their New Year, traditionally accomplished by showering and more often by drenching one another with water. This symbolizes the washing away of evil and permits the recipient to start the New Year "clean."

Curiously enough, the Burmese New Year or "Thingyan" occurs during the hottest period of the year, when water is scarce. But this does not dissuade the enthusiastic, care-free and improvident Burmese youth from concentrating all his energies upon thoroughly saturating all passers-by, regardless of sex and method of locomotion.

Regardless of the injunction of the Mohnyin Sayadaw's (Chief Priest's) appeal for less liquid extravagance and more piety, and police regulations barring street cars, buses and automobiles as targets for exuberant water-throwers, the fun

started off early on the morning of New Year's day (April 13). Youthful Burmans clad in their scant but gayest possible attire, the keynote of which this year was the wholesale use of rubber bathing caps (of American origin), carefully selected strategic locations throughout Rangoon adjacent to sources of water supply, such as hydrants and service wells in the outlying areas, and no one passed without receiving a sample of their cooling though possibly unwelcome wares. Other groups of young Burmans engaged trucks and buses, plentifully supplied with large containers of liquid ammunition, and toured the city, engaging in many pitched battles along the already congested thoroughfares and causing the complete demoralization of traffic. More venturesome youths attacked street cars and buses with water drums, pots, garden syringes, water guns, and every other conceivable container which could possibly be used for liquid ejection, and subjected the occupants and operators to a thorough drenching before departing for dryer



KEEPING COOL IN BURMA

By special permission of the Rangoon Gazette



and other uninitiated objects of prey.

According to the Burmese Buddhists, the word "Thingyan" is derived from the Pali, which means "to pass on," and the occasion is always celebrated, as calculated by the royal astrologers attached to the Courts of the old Burmese kings, when the sun leaves Pisces and enters Aries.

The mythological origin of the observance of "Thingyan" or the Burmese New Year is attributed to a dispute said to have arisen in the abode of the celestial beings between the "Thagyamin" and a certain Brahma regarding certain astrological calculations, as the result of which each wagered his head. The Thagyamin was fortunate enough to be successful in the controversy and so cut off the head of the Brahma, handing it over to several nat (spirit) maidens for custody. Apparently, none of these spiritual members of the gentle sex were loath, sad to relate, to maintain possession of the poor Brahma's head for more than a year at a time, and upon the occasion on which the head changes hands the Thagyamin, for one reason or another, considers the time appropriate to visit mother earth.

As in other sections of the world, it is also customary for Burmese astrologers to endeavor to prognosticate the future, and according to the Maha Thingyansa, or the forecast for the New Year, the Thagyamin, the recording angel of Buddhism, revered as the bestower of rain, the promoter of fertility and the ruler of storms and lightning, visited the earth this year riding an ogre, holding a torch in his right hand and keeping the other on his breast. This is an extremely bad omen according to the sages, indicating that Burma is due to pass through a very discouraging year, visited by fires, earthquakes and pestilences. Furthermore, both hpoongyis (Buddhist priests) and pagodas will share in the direful events of the coming year. In addition to the well regulated and assiduously conducted tradition of wetting one's neighbor, ancient Burmese manuscripts enjoin all good Buddhists to offer prayers for plentiful rainfall (an invocation which never seems to fail), absence of pestilences and other evils, as well as to bedeck themselves florally, and in consequence, the brilliantly red flowers of the golden mohar and the sweet scented golden blooms of the Padauk trees, which come into flower at this most propitious time of the year, were practically denuded of color as the result of the youth's flower picking proclivities.

But the water festival has been proceeding in all its colorful and cooling glory for three days and, in any event, once eager arms may have

become tired, as the now sadly reduced supplies of "cleansing ammunition" will bear mute testimony. Everyone, including the good-natured public, has had a thoroughly wet time of it, and, after all, the real objective of the occasion has been achieved—Burma's sins have been washed away for yet another year.

NEW LIGHT ON A TORY

WAR OUT OF NIAGARA; WALTER BUTLER AND THE TORY RANGERS. By Howard Swiggett (The Columbia University Press, 1933. Pp. XXV, 309. New York State Historical Association series, No. II. \$3.50).

The publisher's notice says, in part:

"Major Butler, who has frequently distressed these frontiers, is among the slain." Thus was reported the death of the man chosen by the historians of one hundred and fifty years to be the arch-fiend of the American Revolution.

As Howard Swiggett read the description of young Walter Butler given by nineteenth century historians he became convinced that it was a straw-man who was thus being reviled. Whether those of President Dwight of Yale, written in 1824, or of modern books, the phrases seemed repetitious and conventional. It was incredible that so much blood could be on one head.

So he began to search the primary sources of Revolutionary history—the Canadian Archives, the Draper Collections, the Schuyler and Gates Papers and many others. Gradually from the research a new Walter Butler emerged.

There are inevitable gaps in the evidence, but it is more than sufficient to delineate the young Loyalist as a man contemptuous of the Mohawk, Joseph Brant; an enemy of the Johnsons hitherto described as his cronies; and an enterprising and dauntless leader against armed men. The stage of the book is that vast territory known as Tryon in northern New York, but the story sweeps through all the frontiers west to Detroit and Kaskaskia and south to Pensacola. A great press of people is kept on the stage, officers of both armies, red war chiefs, Lord George Germaine reading Clinton's reports in the November fog at Whitehall, Washington himself planning a kidnapping of the Butlers, and a motley crew of wayfarers and secret agents caught in the meshes of the army.

As a piece of historical writing the book succeeds in creating an atmosphere for itself that few other scholarly works have achieved. And any man, learned or not, will appreciate a style that raises *War out of Niagara* high among contemporary biographies.



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DEPARTMENT OF STATE, WASHINGTON. THE BUILDING HAS NOT BEEN REMODELED NOR REBUILT NOR HAS IT BEEN MOVED TO EGYPT. THE SHRINERS HAD A CONVENTION IN WASHINGTON IN JUNE AND SOME OF THEIR DECORATIONS WERE NEAR THE DEPARTMENT

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tried

But hopes of having disallowances removed have
died,

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will get you
just the same.

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spend

But on the Regulations it seems we cannot depend;
Our friend McCarl, to find a flaw, his energies will
bend

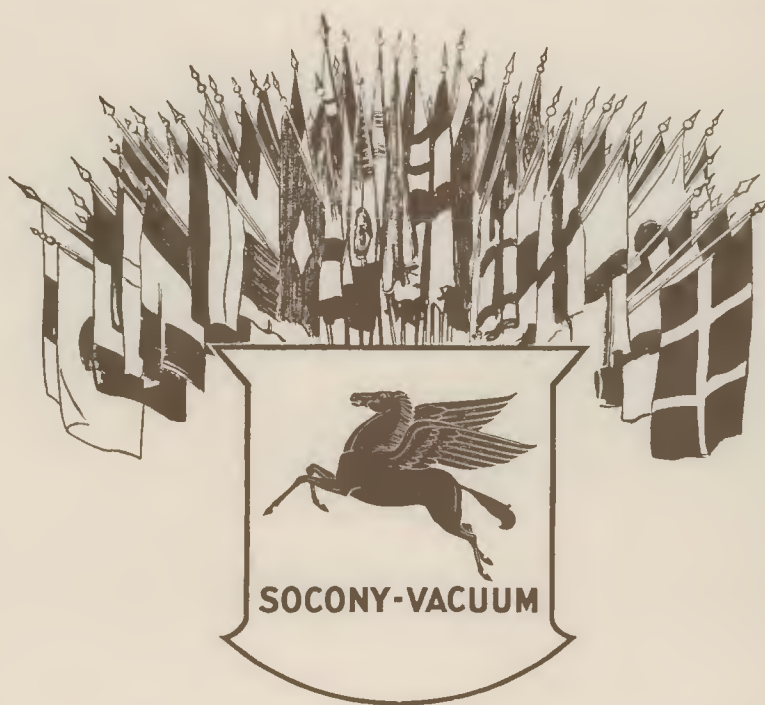
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will get you
just the same.

Thomas D. Bowman.



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AVIATION

(Continued from page 379)

ciate something of the painstaking and intelligent efforts constantly being made to perfect man's recently acquired mastery of the air.

At their desks in Washington, these officers are faced with a set of aviation problems, quite different from those witnessed at Langley, but none the less important. There are, to name a few, the problems to be met with in the negotiation of international air agreements; the aviation questions appearing on the agenda of international conferences; the routine but ever-increasing correspondence necessary in obtaining permission for Americans to fly in foreign countries; the problems inevitably bound up with the efforts being made by the International Technical Committee of Aerial Legal Experts, on which Committee this Government is represented, to evolve a system of international private air law; and, particularly pressing and important at this time, the problems following in the wake of the efforts now being made by American air lines to expand their operations in the foreign field.

While all of these problems are important in their bearing upon American aviation, consideration can only be given in the remainder of this article to those which have to do with the expansion of American air transport companies abroad.

A great deal has already been accomplished by American air lines in the foreign field as the following table, compiled from statistics prepared by the Department of Commerce, readily bears witness. The figures are for the calendar year 1934:

Operating Company	Miles flown	Passengers carried	Pounds of express carried	Passenger-miles flown
American Airlines, Incorporated	184,384	1,352	47,033	331,634
Pan American Airways, Incorporated	6,122,277	82,729	1,063,061	30,482,105
Pan American-Grace Airways, Incorporated	1,416,829	14,075	206,161	6,362,255
All others	107,665	1,471	229	232,936
Totals	7,831,155	99,627	1,316,484	37,408,930

But these figures only begin to tell the story. The first months of the year 1935 have seen rapid and ambitious developments. Pan American Airways, long interested in the Central and South American field, and, more recently, in the China field through the operations of China National Airways, has for a long time been carefully studying the possibility of spanning the Pacific by air. The route as far as the Philippine Islands has

now been definitely mapped out and calls for intermediate stops at Honolulu, Midway Island, Wake Island and Guam. Landing facilities were already in existence at Honolulu, Guam and Manila, but bases had to be constructed at Midway and Wake Islands. These bases have now been completed and the course lies ready. For these long over-ocean flights, Pan American Airways engineers, in cooperation with American aircraft manufacturers, have developed the already famous "Clipper" ships. Those at present in use were built by the Sikorsky Aircraft Corporation. Others of similar type, however, are rapidly being completed in the Glenn Martin factory in Baltimore. In fact one of these Martin ships just recently completed certain tests preliminary to licensing by the Department of Commerce. The mammoth ship, which is designed to carry 48 passengers, took off from the waters of Chesapeake Bay with a load of 35,000 pounds in just 20 seconds and came through the other preliminary tests with flying colors. These "Clipper" ships are really large flying boats which have been carefully developed over a long period of time. There has been no attempt suddenly to create a new craft out of proportion in size to its predecessors. Evolution from the original to the present "Clipper" has been slow, designedly so, passenger safety having ever been the primary consideration of both the operators and the builders. In performance each successive model has outstripped its predecessors in speed, climb, load capacity, and cruising range. Just as the land craft which span the American continent at speeds which were almost undreamed of a year or two back are a tribute to American genius, so these great

flying boats reflect the triumphant skill of American aeronautical engineering.

One round-trip test flight between Alameda, California, and Honolulu has already been completed. The great ship, a Sikorsky weighing 19 tons, alighted gracefully on the waters of Pearl Harbor 17 hours and 45 minutes after having left Alameda, its four engines purring so softly that they could scarcely be heard by



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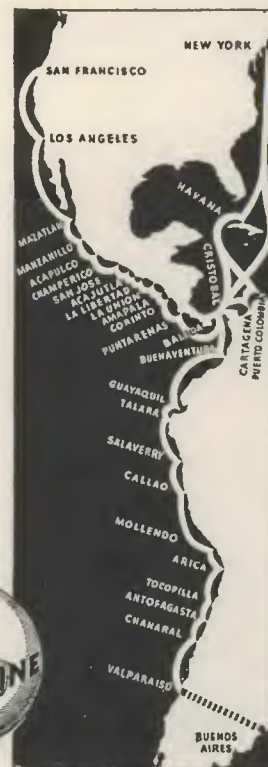
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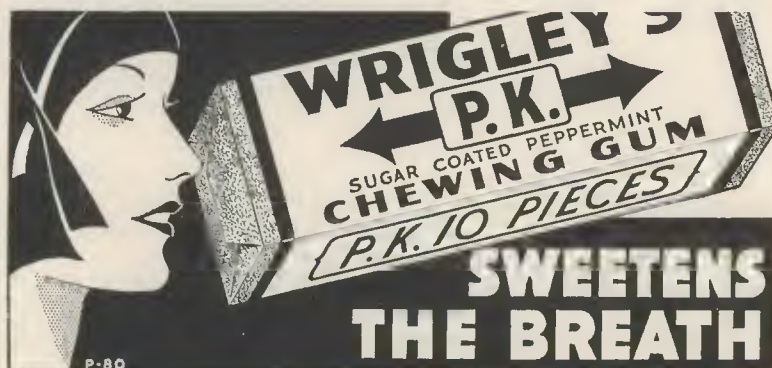


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the large throng which had gathered to welcome the arrival of Captain Edwin C. Musick and his crew. The time for the 2,400 mile flight shattered by approximately seven hours the record made last year by a squadron of American naval planes. "Just a routine job," was Captain Musick's comment. The return flight to Alameda was just as successful. Although it took some three hours longer than the outward flight, this was accounted for by the fact that, in order to gather data on alternate routes, a straight course was not pursued. The crew of the giant ship showed no signs of fatigue, but came ashore clean-shaven and wearing trim and well-pressed uniforms in considerable contrast to the dishevelled appearances of most trans-oceanic fliers. Without doubt, the successful accomplishment of this test flight presages the early establishment, possibly even this year, of scheduled operations between San Francisco and Manila.

The crossing of the Atlantic by air offers more difficult problems. The mild climate of the Pacific area and the availability of island bases are lacking. There are, of course, two basic possible routes across the Atlantic. One is the route via Newfoundland and Ireland, obviously the fastest and most direct to important European centers. Here, however, weather conditions are difficult except in the summer months. During the rest of the year fog, storms and the danger of ice forming upon the wings of the planes offer hazards that the aviation industry is not yet prepared to say can definitely be overcome. The other route would lie either via Newfoundland and the Azores or via Bermuda and the Azores and thence to the mainland of Europe. Here the weather conditions are definitely better and island bases are available, but the route is longer and consequently slower.

The United States is not alone in the contemplation of trans-Atlantic flying. Great Britain is known to be giving the matter study and thought. France sent an unofficial air mission to the United States only a few months ago to consider the question. Germany believes in the lighter-than-air craft service and has completed plans for its new Zeppelin to inaugurate late this summer a service between Friedrichshaven, Germany, and Lakehurst, New Jersey. Italy's prowess in the field of long-distance flying is well-known and the magnificent flight of Marshall Balbo's seaplanes from Rome to Chicago and back will long be remembered with admiration.

Naturally the commercial operation of heavier-than-air craft across the Atlantic and Pacific will in its early stages be confined to the car-



riage of mail and express. The operating companies do not believe that the public will be prepared to undertake such journeys until the feasibility and safety of the services have been satisfactorily demonstrated in this manner.

It should be realized, however, that the conditions under which American companies of necessity operate are entirely different from those under which foreign companies operate. Practically all the governments of the large foreign powers subsidize, supervise and assist monopolistic companies engaged in international aviation. Such a situation does not exist in the United States and the progress that has been made by American aviation in the foreign field is due entirely to the energy and technical ability of private American enterprise. Foreign competition in the airways of the world is certain to be keen and the foreign services of the great powers will be called upon to have knowledge of the problems involved and to be diligent in protecting the interests of their nationals. The United States will be no exception.



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A STREET IN OBERAMMERGAU

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BOOKS

(Continued from page 395)

States Ratification," "The Chinese Ratification," "The Exchange of Ratification," "The Full Powers," and "The Negotiations." Under this last subhead Mr. Miller gives a detailed account of the Department's instruction to Caleb Cushing, our Special Commissioner and the interchange of correspondence between Cushing and the Chinese authorities, as well as extracts from communications of the Privy Council of the Imperial Cabinet, of which the following is an example:

"Enjoin upon the said Envoy quietly to wait at Canton and by no means to esteem it a light matter to agitate disorder, which is an important concern. Take this mandate and at (the speed of) four hundred le per day (133 miles) make it known. Respect this."

A very interesting chapter of our early trans-Pacific diplomatic history centers around the agreement of February 5, 1842, with the Sultan of Sulu which was negotiated by Charles Wilkes, the Commander of the famous Wilkes Expedition. This agreement was not subject to ratification, was not proclaimed, and the editor has some doubts whether it may properly be regarded as an international act: "Over the Philippines generally the sovereignty of Spain was then recognized; but the effective occupation of the Islands by Spain was not complete, such occupation of the Sulu Archipelago did not then exist and the extent of Spain's jurisdiction was uncertain." An interesting account is given of these negotiations from Wilkes' Narrative of his visit to the Sultan of Sulu. That Wilkes was not wanting in diplomatic finesse is proven by the following observation:

"I looked upon it as a matter of daily occurrence for all those who came to the island to visit the Sultan; but the Datu Mulu took great pains to make me believe that a great favour had been granted in allowing us a sight of his ruler. On the other hand, I dwelt upon the condescension it was on my part to visit him, and I refused to admit that I was under any gratitude or obligation for the sight of His Majesty the Sultan Mohammed Damaliel Kisand, but said that he might feel grateful to me if he signed the treaty I would prepare for him."

The editor's careful attention to even the smallest details is well shown in this case by his publication of the account of Professor C. Snouck Hurgronje of Leiden concerning the Arabic characters appearing on the original document which is reproduced in facsimile:

"At the top of the first page is written *as-Sultân*



Muhammad Jamâlul-Kirâm. Although there are attached to the *m* of *Kirâm* some scribbles (perhaps representing a formula of benediction, which I am unable to decipher) such as are sometimes used to conclude signatures in Arabic characters, the writing of the name seems to be that of a secretary, not the sign manual of the Sultan. *Jamâlul-Kirâm*, 'the beauty of the noble ones,' is a composition of Arabic words which sounds rather ridiculous to Arabic ears as a proper name but may make an impression of solemnity on Mohammedans without Arabic erudition."

Document 113, which includes the joint resolution of Congress of March 1, 1845, for annexing Texas to the United States, and the joint resolution of the Congress of Texas of June 28, 1845, giving the consent of the existing government to the annexation of Texas to the United States, is an interesting example of concurrent domestic legislation in two countries to effect a purpose which it was found impossible to carry out by treaty. The Treaty of Annexation of April 12, 1844, which is also reproduced, was submitted to the Senate on April 22, 1844, and was rejected by that body by a vote of 16-35 on the following June 8. The sub-chapter heads in the Notes show

that Mr. Miller has provided here the historical setting of the annexation of Texas: "The Treaty of Annexation," "Mexico and Texas," "The Presidential Campaign of 1844," "The Submission to Congress," "The Joint Resolution of March 1, 1845," "The Communication to Texas," "Subsequent Proceedings," "The Procedure in Texas," "The Intermediate Status," and "The United States and Texas."

One hundred and fourteen pages are devoted to the Webster-Ashburton Treaty of August 9, 1845, "A Treaty to Settle and Define the Boundaries between the Territories of the United States and the Possessions of Her Britannic Majesty in North America, for the Final Suppression of the African Slave Trade, and for the Giving Up of Criminals Fugitive from Justice, in Certain Cases"

The following is a further example of the thorough historical background provided by the editor and of his care in checking the accuracy of his sources:

. . . "Jared Sparks, the historian, wrote to Secretary of State Webster from Cambridge, Massachusetts, on February 15, 1842, as follows (D.S., Miscellaneous Letters, January-February, 1842):

"I have deliberated for some time on the pro-

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priety of communicating to you the substance of this letter, but at length, believing it important that you should possess a knowledge of all the facts respecting the subject to which it alludes, I have concluded to waive the scruples that have hitherto operated on my mind.

"While pursuing my researches among the voluminous papers relating to the American Revolution in the *Archives des Affaires Etrangères* in Paris, I found in one of the bound volumes an original letter from Dr. Franklin to Count de Vergennes, of which the following is an exact* transcript.

Passy, 6 Dec. 1782

"Sir, I have the honor of returning herewith the map your Excellency sent me yesterday. I have marked with a strong red line, according to your desire, the limits of the United States as settled in the preliminaries between the British & American plenipotentiaries.

"With great respect, I am, &c.

"B. Franklin."

The foregoing examples will perhaps give a slight idea not only of the extraordinary research and painstaking care which lie at the basis of this work, but also of its tremendous historical interest. It is a monument to American scholarship, and will take its place along side other noteworthy publications of the Department of State such as: John Bassett Moore's "History and Digest of International Arbitrations," the same author's "Digest of International Law," and "The Foreign Relations of the United States"; like them, it is proving indispensable to all those who, in some capacity or other, must deal with the foreign relations of the United States.

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F. W. RUCKSTULL.

*The transcript is not exact, even in wording, as it omits the word "thirteen"; the text of the note (from a facsimile of the original) in the French archives, follows (all but the signature is in the hand of William Temple Franklin):

Passy, 6 Dec^r 1782

Sir, I have the honor of returning herewith the Map your Excellency sent me Yesterday. I have marked with a Strong Red Line, according to your desire, the Limits of the thirteen United States, as settled in the Preliminaries between the British & American Plenipotentiaries.

With great Respect, I am Sir, Your Excellency's most obed^t & most humble Servant

B Franklin

His Ex^{cy} Count de Vergennes

NEWS FROM THE FIELD

(Continued from page 393)

language. Five months in which to learn a language and pass stiff examinations therein at the end of that period, is a real test of ability and it is therefore a pleasure to report that all five men have been successful in obtaining passing marks.

"The academic value of this course is unquestioned, for the Italian Diplomatic School ranks high and maintains severe standards. The human value of the course is however of particular value since it has given these young men an opportunity of broadening their viewpoint. They have learned a new language and they have acquired a knowledge of another country and its people and have further developed ability to face new conditions such as they will subsequently face if selected for appointment in the Foreign Service.

"The theory of exchange Foreign Service scholarships is an excellent one and the practice thereof has proven of even more value as judged by the results of this first experiment."

H. M. B., Jr.

SAN SALVADOR

Minister and Mrs. Sack from Costa Rica were visitors at the Legation from March 30 to April 3, when they left by airplane for Guatemala City, continuing a tour of the Central American capitals. On May 1 Minister and Mrs. Lane flew over from Managua, staying until May 6.

Third Secretary and Vice Consul William P. Cochran, Jr., Mrs. Cochran, and their daughter, Nena, arrived by plane from Mexico City on April 6. (You can see what an air-minded part of the world this is.) Consul and Mrs. W. Quincy Stanton left by ship, however, when they started for Washington on May 25, and Minister Corrigan sailed from Puerto Barrios, Guatemala, for New Orleans when he went on home leave on May 17.

A squadron consisting of seven observation planes and two bombers belonging to the U. S. Army, France Field, Canal Zone, flew up from Panama and spent three days in San Salvador, May 14-17. The personnel included twenty-two officers and enlisted men, commanded by Lt. Col. L. H. Brereton. The Legation had a reception in their honor the day they arrived. On May 15 the Minister gave a luncheon for the President and Colonel Brereton. The picture was taken on this



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occasion, and shows, left to right: General Valdés, Chief of Staff of the Salvadoran Army; General Andrés Menéndez, the Vice President and Minister of War; President Maximiliano H. Martínez; Minister Frank P. Corrigan; Colonel L. H. Brereton; Colonel Ascensio Menéndez, Subsecretary of War. The next morning the President inspected the air planes at the Ilopango Airport, and later he and the Cabinet received all the officers at the Casa Presidencial, officers of the Salvadoran General Staff and Air Corps, and representatives of each regiment of the other arms, being present. The visit of the squadron was cordially received, and it is possible that Salvadoran Army airplanes may return the call next year.

D. G. F.

SAN LUIS POTOSI

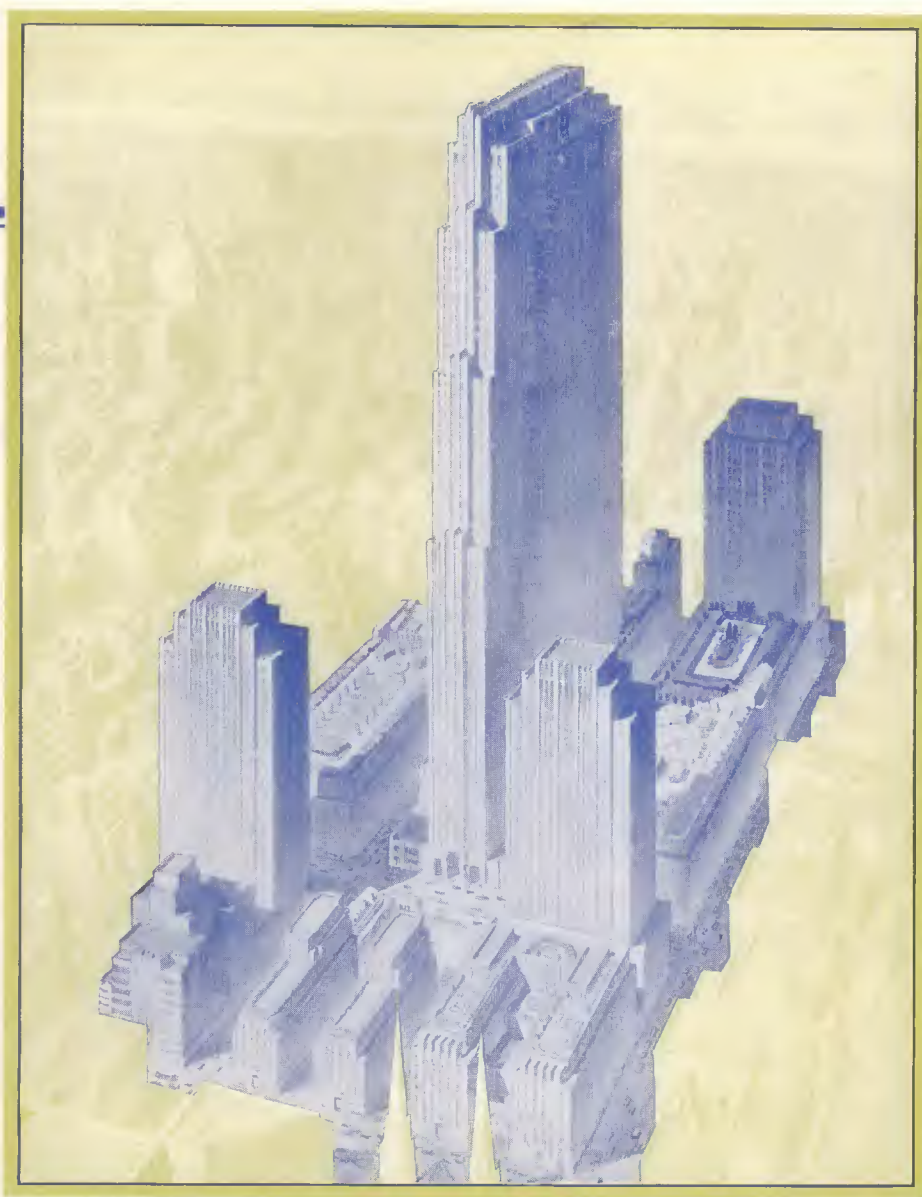
Someone once sent in to the JOURNAL a list of things which were notable in his consular district. Consul General "Jimmie" Stewart said that he thought it was a good idea and that possibly the editor of the JOURNAL might be able to use more such short notes. If anyone finds the following (not submitted at the request of the local Chamber of Commerce) of interest he might be moved to submit a similar squib from his own district.

The San Luis Potosi Consular District has the largest arsenic plant in the world; is building the largest reinforced concrete smokestack in Mexico (and possibly in the world—height 500 feet); the largest fiber (ixtle and sisal) mill in Latin America; the largest cigarette factory in Mexico; the largest railroad shops in Mexico; the highest golf course in North America—first hole 9,210 feet above sea level.

A DESERT IDYL

I wish I were an Arab
With long and flowing gown.
I'd hie me off to Baghdad
That ancient desert town.
And there among the *lassies*,
So dusky and so gay,
I'd choose a pretty Arab bride
And to the market stray.
I'd take her to the silk bazaar
And buy a robe of red,
That looks just like a sheet,
Shot through with golden thread.
Another gorgeous yellow one,
Bright as a marigold,
Then we'd wander on a bit
Where jewelry is sold.
I'd buy her trinkets for her ears,
And rings with stones of blue,
And pretty bracelets for her wrists,
Perchance her ankles too.
I'd buy a string of Amber beads
Pale yellow, and so rare,
And some combs of tortoise shell
For her long, black, shiny hair.
Some pretty slippers for her feet,
In bright blue or in red,
And a green bespangled kerchief
To bind about her head.
I'd buy my love rare perfumes,
Of jasmine and of rose.
And perhaps some scented powder
For her pretty little nose.
And then I'd buy a box of dates
Picked just that very morn.
Luscious, mellow, ripe and sweet,
A princess could not scorn.
With dates and silks and jewels
And pretty bride as well,
I'd wander farther down the street
Where Arab horses sell.
And there I'd buy a stallion
With coat as white as snow,
And, with my bride in front of me,
We'd mount and off we'd go.
Swift as a meteor on and out
Across the desert bare,
My steed would carry us away
In the soft, cool evening air.
Away and out and on,
To a silken tent for two.
How I wish I were an Arab!
Don't you wish you were one too?

I. M. W.



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