


The **AMERICAN
FOREIGN SERVICE
JOURNAL**

VOL. 17, NO. 6

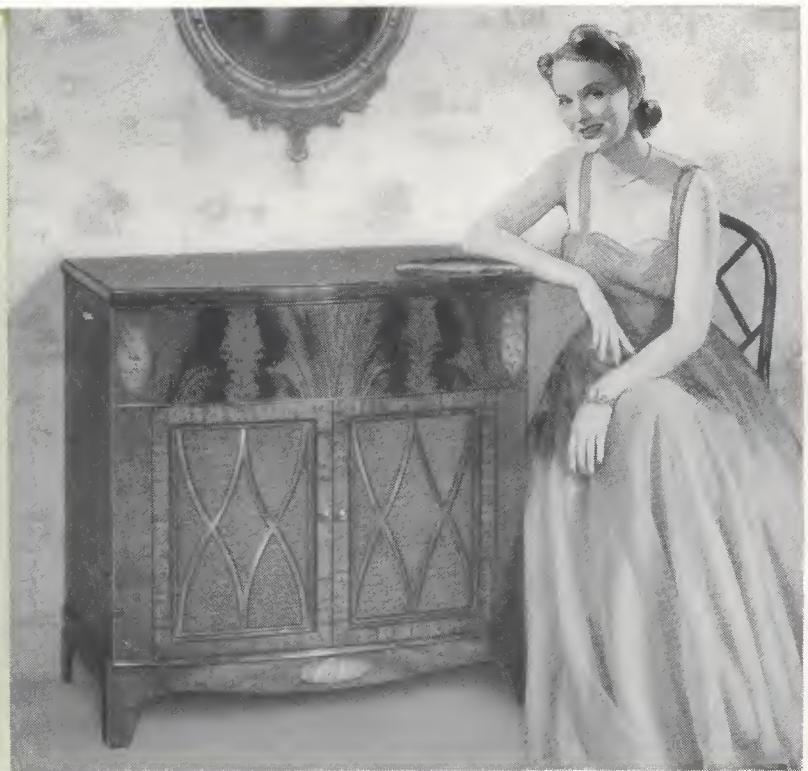
JUNE, 1940



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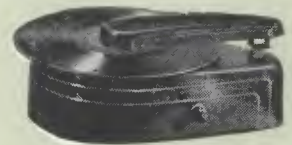
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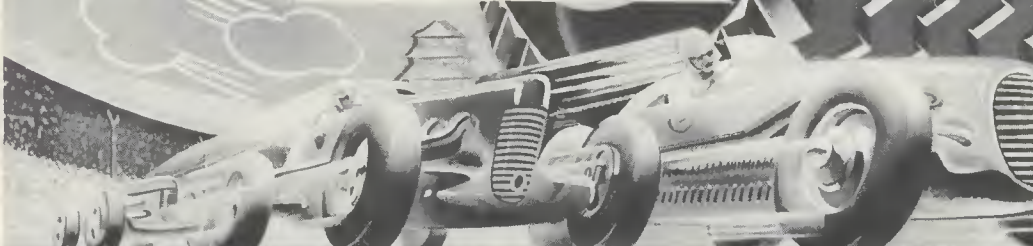
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THE AMERICAN FOREIGN SERVICE JOURNAL

PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

VOL. 17, No. 6

WASHINGTON, D. C.

JUNE, 1940

Ordeal in Poland

By CONSUL GENERAL JOHN K. DAVIS,
President of the American Foreign Service Association

THE outbreak of the Polish-German war on September 1, 1939, did not find the American Embassy or the Consulate General at Warsaw unprepared. Plans had been made well in advance envisaging the probable withdrawal of the Ambassador and his staff. These plans had as their objectives: the continued functioning of the Consulate General for as long a time as might be possible; the affording of all possible assistance to American citizens; and—so far as was consistent with the first two objectives—the keeping of the officers and staff of the Consulate General as safe as possible. However, from Warsaw and Poland's unhappy geographic position it was realized that the only way in which

the latter objective could be attained would be for all officers to leave shortly after war commenced. What was not foreseen, was that the German mechanized columns would reach Warsaw in just over a week, that all roads would be bombed and machine gunned from the air, that all communications with the outside world would at once be completely cut off and that Poland's last and most desperate resistance would be made at Warsaw. Thus, while we had anticipated danger, we had not foreseen the exact form in which it would come, and the principal problems encountered were those for which no adequate advance preparation could be made.

The first taste of actual warfare came to Warsaw



Light field howitzer "18" going into action in Poland

Courtesy The Field Artillery Journal



Courtesy The Field Artillery Journal

German artillery in action in Warsaw

on September first when German aeroplanes attempted to bomb the bridges across the Vistula River and attacked the Polish air-fields. From then on air raids occurred daily. On September fourth, bombs were dropped in Konstancin, a summer resort town some 15 miles from Warsaw. One bomb struck a house adjoining the villa in which Ambassador Biddle, his family and the girl secretaries of the Embassy were staying for safety. On the fifth the Polish government requested all diplomatic missions to leave Warsaw and to proceed to a point near Lublin. Ambassador Biddle, his family, Counselor Winship, Third Secretary Elbrick and the American men and women clerks of the Embassy left that afternoon. Second Secretary Harrison and Military Attaché, Major Colburn, left on September 6th.

On the fifth the officers and staff of the Consulate General moved the office to the chancery of the Embassy. This was done because (1) there were more probable objectives for attack near the Consulate General, (2) there was an air-raid shelter built in the garden of the Embassy and (3) the Ambassador wished some officers to be in the chancery for its protection. The decision proved a fortunate one, since the Consulate General was later on riddled by shell fire.

The work of advising and assisting American citizens had already been heavy at the Consulate General. It became very much heavier when we had arrived in the Embassy chancery. Not only did the news of the departure of the government and of most of the diplomatic missions create an atmosphere of panic among the Americans, but the departure of all the French and British officials threw upon us the additional task of helping their nationals.

A plan had been worked out long before by the Embassy and the Consulate General for the evacuation of Americans in the case of war. In accordance with this, a building had been rented in the country near Brest-Litovsk, which is an important railway junction point approximately 100 miles east of Warsaw. Vice Consul Morton, with a clerk from the Embassy as interpreter, was sent there so as to be able to assist Americans endeavoring to leave the country either across the Lithuanian or Rumanian border. Several weeks before the war commenced circular letters had been sent to all known Americans in Poland stating that in case of war egress from the country would probably be almost impossible, and advising all who did not wish to remain in Poland throughout the duration of war to leave while travel was still safe and possible.

The first phase of the work of the Consulate General, in which efforts were made to assist Americans to leave Warsaw and Poland, ended on September 8th when the first German mechanized column reached the outskirts of the city and the investment of Warsaw commenced. From then on the problem as regards our citizens was to keep them as safe as possible until some future development might again make egress possible.

In order to meet the problems with which we were then confronted certain essential policies had to be determined and a careful organization of our personnel and resources had to be effected.

It was decided that officers and staff members should carefully avoid unnecessarily risking their lives, but that when some essential object was to be attained the unavoidable risks had to be taken. Realizing that living together in cramped quarters and under great strain nerves would become taut, all officers were asked to exercise the greatest forbearance towards each other. An effort was made to obtain the information and opinions of all officers on all important problems, but final decisions were made by the principal officers after careful consultation with the two consuls.

Confronted with the problem of keeping a large staff and a large number of American refugees under shelter and fed, a well considered definition of duties

was necessary. One Vice Consul was made, mess officer and entrusted with the planning of such meals as were possible. Another was made responsible for maintaining contact with such local authorities as were functioning in the city. The senior Consul acted as executive officer and arranged for: (1) dividing the officers into watches so that day and night some one was constantly on watch in charge of all entrances and egress from the premises and for the maintenance of a "log book"; (2) and for the organizing of work parties to keep improving our sand-bag protection, the placing of shovels and sand boxes at all strategic points, the shoring up of the weak points in the roof of the cellar, *et cetera*. Our United States Public Health Surgeon made such preparations as were possible to handle casualties, and advised us on general sanitary precautions. One Consul was in charge of all trips which had to be made, in search of food supplies and to keep in contact with the diplomatic missions of other countries. Several conferences each day were had by the two Consuls and the principal officer to consider the ever changing situation and to make decisions accordingly. As far as was possible an effort was made to keep officers scattered in different parts of the building, so that in the event of casualties there might always be some survivors left to complete our task. The black-out was very complete and was

most strictly enforced. The penalty for showing any light was a rifle bullet. Consequently great care had to be exercised in this regard.

At first officers took turns in sleeping in their respective apartments, in an attempt to conserve physical and mental strength, but when on September 8th indiscriminate shelling of the city by field guns was added to the air bombing, this arrangement was considered too dangerous and all officers "slept" in the cellars of the chancery with the refugees and some members of the staff. From that date on no officer ever had more than an hour or two of sleep at a time and the strain was constant.

Fortunately we had ample fuel and the water and electricity services were never interrupted for more than short intervals. Owing to the outbreak of an epidemic of typhoid in the city all drinking water had to be boiled, but with old people and children it was hard to prevent their drinking water from the taps.

Thus far only indirect reference has been made to the dangers. These were so serious and so constant that all who were there are still wondering how our group escaped. Five direct shell hits occurred in a building which touched the chancery. The chancery itself and the sidewalk in front of it were pitted with hits from shell fragments. An air bomb dropped just to the rear, but fortunately did not

10.5-cm. gun firing in Poland

Courtesy The Field Artillery Journal



explode. Buildings all around us were hit. Each morning, when there was a lull, the old Polish gate-man swept up large quantities of shell fragments and machine gun bullets in the little courtyard, and the refugee children adorned themselves with belts improvised from machine gun clips which had come down from the sky. Narrow escapes while out on necessary missions occurred daily. Consul Cramp, Vice Consul Birkeland and two girl clerks had just left a room in the Consulate General building when it was hit by two shells. Vice Consul Blake had just passed a car in his own when the former received a direct shell hit. Vice Consul Chylinski and Mr. McDonald, an American assisting us, were in a warehouse when several adjoining warehouses were struck by air bombs.

The reaction to the experience by the different officers and clerks naturally was not uniform. Every one was of course frightened—no sane person could be otherwise—but there were pleasantly few cases of loss of self-control. There was also only a minimum of repining or complaint, and in spite of everything the morale and good nature of the group remained high. The cheerful and efficient performance of duty by all officers was of course expected. The patience, courage and efficiency of almost all of the clerks—men and women—was a surprise and was most gratifying.

When the city was first invested it was thought that it would soon either be taken by storm or would surrender. It quickly became evident, however, that neither of these developments would occur and that the severity of the bombardment was constantly increasing. On the 16th German planes dropped leaflets in Polish demanding the surrender of the city, offering to permit the civilian population to leave in safety and warning that thereafter the bombardment would be even more severe. It became evident that some positive step had to be taken to remove the refugees and officers from the city. Some of the other diplomatic missions which had remained in Warsaw thought likewise. Accordingly the Norwegian Minister, who was the Doyen of the Diplomatic Body, accompanied by the Belgian Chargé and the American Consul General, arranged to proceed to the headquarters of the Polish General commanding. Their trip through the pitch black city and suburbs—where each street intersection was cut by tank traps and harricades and nervous guards angrily challenged their right to proceed, while unseen shells crashed far too close for comfort—was an experience they will not soon forget. On arrival at his field headquarters they requested him to arrange by radio with the German high command for a truce that would permit the withdrawal of all foreign officials, their staffs and their na-

tionals. This request was acceded to and, after several days of delay, the truce was arranged to take place between the hours of 2 and 5 p.m. on September 21st. Unfortunately final and definite notice of this arrangement was not received until almost 1 p.m., thus leaving only a little over an hour in which to notify the American citizens living scattered throughout the city. However, by using all three telephone lines and our carefully kept lists, a great proportion were notified directly. The others—mostly those not having telephones—were notified by broadcasting over the one remaining Warsaw radio station. An assembly point was fixed at one of the largest city hotels whence foreign nationals were taken to the German lines in Polish army trucks and from there on in German army trucks. The women and children refugees who had been sheltered in the chancery were taken out first in our personal cars and finally the officers left. Vice Consul Chylinski, whose wife is Polish, wished to remain and was permitted to do so. Also most of the Polish clerks elected to remain as did many Americans with Polish family connections.

As hostilities continued in all sectors but one, the departure was dramatic. After reaching the German lines a letter was sent by the principal officer to the German Commanding General notifying him that Vice Consul Chylinski and most of the clerical staff remained in the Embassy chancery, and requesting that such protection as might be possible, be afforded to them and to all remaining American citizens and property.

Altogether between 1,100 and 1,200 persons of all nationalities were thus evacuated. Those not having motor cars were transported to Königsberg by army trucks and train. The motor cars were assembled some miles beyond the lines and about 7 p.m. were formed into a "motorcade" of 45 cars and were slowly conducted to Königsberg which was reached about 1 p.m. on the afternoon of September 22nd. The 18-hour drive across the war torn country was so unusual and eerie an experience that in retrospect it seems unreal and just a bad dream. Starting after a sleepless night of consultations: without luncheon and without food or sleep on the way; driving through a succession of silent, war ravaged towns and villages; seeing no living thing—man or beast—save German soldiers in the long columns of advancing supply trucks and artillery; crossing the Bug River by a pontoon bridge alongside the crumpled remains of the former bridge; in the half dawn coming into the peaceful hills of East Prussia; and finally driving through the curious throngs in the Königsberg streets. It is small wonder that when they finally reached the

(Continued on page 335)

THE GRAND NATIONAL—1940

By CORABELLE ANDERSON HOLLAND



I WENT to the Grand National again this year, not because I expected to win, or even to have a new sensation, but because it has become a habit like my breakfast coffee; and I belong to a generation rooted and grounded in habit, and the National is a habit; it comes on regularly as Easter, and is looked forward to as the first day of-of-doors after the long winter.

It has so many claims that one is puzzled which should be given first place though I think that must be yielded to the race itself since love of horse-racing is fundamental in every man, woman and child in these islands.

Then the call of the day in the open-air is a call that will not be denied upon a day in Spring. An out-of-doors Fair has become part and parcel of English background; the ancient Lords and Barons requested permission of the Sovereign to hold Fairs and Markets from the time of the Conqueror, so that village life has grown up around these festivals long before the cities came to look upon them as annual events.

And in this grave war year when the terrors of the blackout had been added to an almost unprecedented winter of snow and ice and influenza, the lure of a day in the open outweighed every warning and fear of cold winds, down-pours and even air raids.

A recklessness possessed us almost as keen as that of the country Squire, who gave the name of Steeplechase to a waiting world, cager for any new idea that would lend color and excitement to a horse race. The Squire and a few choice friends had sat late at table, and had drunk well from the Squire's good store, when the clock in the village church steeple sounded the hour of midnight, and though he and his guests were already in their nightclothes, the thought of just one more race seemed nothing short of an inspiration in the light of the full moon. "I'll race you to yon steeple," called the Squire, as he leaped to the bare back of his horse, and away they went across the fields, and over every fence,

wall, and hedge between them and the church steeple gleaming in the moonlight.

Nothing but the exhilaration of a horse race could have inspired that epic deed according to popular belief, and I am inclined to share that view when I think of the Grand National crowd at this time putting everything else out of mind for that one day.

The history of the Grand National, like all histories, is made up of many stories of different races, all claiming the honour of having been the first. The great Stanley family, of which The Earl of Derby is the head, established an annual race near Liverpool two centuries ago, and some have maintained this was really the beginning of the greatest steeplechase in the world.

That this great race has a century of authentic history is proved by the fact that in 1839 it was run for the first time under its present name.

No other race course has provided so many interesting stories both of horses and of riders. That of "Moifoa," an elephantine swayback from New Zealand, the winner in 1904, is the most fantastic.

After a voyage half way around the world, "Moifoa" was shipwrecked off the coast of Ireland and was believed drowned. Two weeks later Irish fishermen found him unharmed on the shores of an uninhabited island whither he had swum many miles to safety. He appeared none the worse for having lived on his own a fortnight after the buffeting of angry seas, and after a course of training in Ireland, he eventually arrived at Aintree in superb condition and won the National.

"Gregoloch" in 1929 won the biggest prize of any



Grand National in 100-1 start.

Perhaps the strangest means ever employed, to win the race was that associated with the victory in 1901 when the National was run in an appalling snow-storm and was won by the horse whose hoofs had been filled with pounds of butter as a preventative against a dangerous slip and fall, under weather conditions so unfavourable.

In 1908 "Rubio" an American horse that had at one time pulled a 'bus was the winner.

Two years ago another American horse, small and no longer young, as racehorses are counted, won one of the most exciting races ever run on that most difficult course, and the jockey was the youngest who had ever ridden to victory there.

It was a sight to gladden the weary hearts of men and women in our small troubled world today, to watch the vast crowds, in holiday mood, hurrying about the enclosure. Motor cars and 'buses filled to overflowing rolled slowly inside the gates, and parked in their appointed places. Picnic lunches were spread, hawkers moved in and out the crowd, selling programmes and sweets. Out beyond the rows of cars and 'buses, gypsies, fortune-tellers and jugglers moved about; here, a dark-skinned woman with fancy headdress and big hooped earrings read the palms of girls dressed in warm coats and gay scarves against the biting wind.

Another group watched with keen interest a small wizened man balance himself on the neck of a beer bottle.

Elizabethan England in a seventeenth century setting came to life again. The Old Fair stepped out of the past for a day under the Spring sky, when amid the pounding hoofs of the horses and the cheers of the people, larks soared high above the heads of the crowd as though they had the fields to themselves.

But this War-time Grand National had features all its own. It was the second war-time race in Aintree's History, the only other one having been run in 1915. Much of the race course has now been given over to farming, and those fortunate occupants of the County Stand could see winter wheat shooting up within a stonethrow of the course. That however, is in the tradition of the Grand Na-

tional, stretching back to the time when the famous steeplechase was run over ploughed ground and run through growing wheat. In accordance with this a small area has been kept ploughed, since the horses must, as some insist, in accordance with tradition, ride over the plough.

This year was the first when the policemen carried their steel helmets as they patrolled the course, also the first when powerful loud-speakers were installed in case an emergency broadcast became necessary.

Ambulances, fire-pumps, and more than 300 Air Raid Wardens were in readiness, and large reservoir portable tanks held water supplies, should they be needed in fighting fire.

Placards advised the race-goer to seek shelter under the stands, in ditches, or to lie flat upon the ground in the event of an air raid.

Newspapers have already christened this year's race "A Flying National," since both the winning jockey and his brother (the rider of the horse which actually passed the winning post first, after having unseated its rider) are R.A.F. Sergeants. M. A. Jones, the 20-year-old rider of "Bogskar" the winner, was given his chance when the jockey who was to have ridden, was hurt in a former race. There were eight members of the Forces riding in the National—a fitting climax to the day.

Another Grand National has been run and I am none the richer in pocket but the spirits of my ancestors have been appeased—those men and women of past centuries who closed their houses and left their farms, at first on this side of the Atlantic—in later years across the ocean, to spend a day in Spring at the fair and enjoy the thrill and excitement of a fine day.

Except for the gas-masks slung like field glasses over the shoulders and the presence of service uniforms to be seen everywhere, the crowd might have been that of any peace-time Grand National, for fear, anxiety, disappointment, discouragement, and every other ill of mind and body were banished, and the people, rich man, poor man, soldier, sailor, tipster, gypsy, all gave themselves up to the joy of the April day, the open field, and the greatest horse race in the world.



England
and
France

POLICE NOTICE

AIR RAID DANGER

Conceal your Lights

All windows, skylights, glass doors etc., in private houses, shops, factories, and other premises must, as from to-day, be completely screened after dusk, so that no light is visible from the outside. Dark coverings must be used so that the presence of a light within the building cannot be detected from outside.

All illuminated advertisements, signs and external lights of all kinds must be extinguished, excepting any specially authorized traffic or railway signal lights or other specially exempted lights.

Lights in all vehicles on roads must be dimmed and screened. The Police will issue leaflets describing the restrictions to be observed.

THESE MEASURES ARE NECESSARY FOR
YOUR PROTECTION IN CASE OF AIR
ATTACK.

In
Wartime

By THE HONORABLE HERBERT C. PELL,
American Minister to Portugal

THE *New Amsterdam* left Hoboken at two in the afternoon of Tuesday, September 5th. It was scheduled to sail at noon—the delay was caused by painters putting the name of the ship on the side in white letters that looked about seven feet high. It is a wonder none of the passengers fell overboard as they craned over the side watching the men working hurriedly at the last DAM. Just before we sailed it was announced that we would stop neither at Plymouth nor at Boulogne.

A very large proportion of those who had originally booked places on her cancelled their reservations and the U. S. Government stopped a good many others. There were only about fifty cabin passengers and a little more than twice as many tourist. Naturally this made the trip very pleasant.

The sea was smooth and the weather warm until we were actually in sight of England.

During the night the ship was lit up like a Christmas tree. The Dutch flag at the peak flew all the time and after dark (and not so very dark at that), there was a searchlight playing on it. The Dutch flag, also illumi-

nated at night, was painted on the forward deck. Besides all this, there were strong floodlights on the side of the ship showing the name and nationality; the lights in the public rooms were kept up all night and the fog horn blew regularly. Fortunately it is out over the bow and has a megaphone attachment so it really couldn't be heard at all.

The captain said that he was always worried by the danger from belligerent ships proceeding without lights.

Although I have no recollection of nervousness I noticed that at the boat drill, all the passengers reported and that there was no comedian showing off.

The *New Amsterdam* is one of the most comfortable ships I have ever been on.

I read a good deal and played bridge with the Prince Consort of Luxembourg, U. S. Ambassador Davies, his present and my late Naval Attaché Jack Gade, and Carter, a partner of Morgan, the son of the Honorable John Ridgely Carter.

The *New Amsterdam* arrived at the Downs a little after midnight Monday, that is to say early in the morn-

IMPORTANT

*The Church
welcomes all
converts, but*

*it is
NOT*

an air raid shelter

ing of Tuesday, September 12th.

During the night I woke up and looked out of the porthole and to my astonishment (my room being on the starboard side) I saw land. The only conclusion I could reach was that we had crossed the channel and were going on to Rotterdam without stopping in England; I was wrong; the ship was making great circles all night off the Downs. Early Tuesday morning we anchored. There were about seventy or eighty other vessels waiting the pleasure of the British authorities.

All day Tuesday it was too rough for men to board and certainly too rough for passengers to be landed. As the ship's radio room was sealed, it was impossible to get news or to send any messages except by signal flags. Apparently to console me (on the principle that "Les meilleures consolations sont les maux des autres") one of the officers told me that a neighboring ship also belonging to the Holland American Line, having rescued thirty-four English sailors from a torpedoed Britisher, was in acute need of food and water.

The next day it was calmer and in the afternoon a boat appeared which took off the mail and I was allowed to go ashore at Ramsgate.

Apparently no foreigner was expected to land at such an unimportant port and after much telephoning to Folkstone (Dover being entirely dedicated to the services of the government) I was allowed to proceed to London. On the way to the station, I stopped to send some telegrams at the Post Office, which was protected by a pile of sandbags about as big as cement bags, which must have been very heavy.

A few shops had their windows lined with gummed paper such as we use for wrapping to prevent too great shattering. The strips of paper were usually put on in regular lines vertically and horizontally at right angles forming squares or criss-cross. I imagine that in France there will be more originality of design. Only a few of the shop windows were so decorated and on the whole there was, except for occasional heaps of sandbags, no indication either in the appearance of the town or in the actions of the people that there was any war at all.

At the Ramsgate station I caught the train and on the way I noticed a traffic light set up in the middle of a crossroad, the sort of thing we call a silent policeman, which was stacked about with sandbags. I also noticed an amusement park which was evidently shut up. These were the only two objects I could see from the car window on the trip through Kent that suggested the existence of any untoward circumstances.

It was not till night fall that I saw some of the effects of war on England. As the sun set the houses

in the country and in the villages through which we passed did not light up; nothing happened—darkness just grew and grew. Rarely I saw a window outlined against the black as I sat in the darkened train and I noticed that even these few were all back windows facing the railroad and never the street.

The train arrived at Victoria about an hour after sunset. The enormous train shed was hardly lit at all. Passengers and the very few porters moved like scarcely visible masses without definite outline or color. There was just enough light to prevent collisions. I found a porter and we emerged into the half-light outside the station where he called for a taxi. In the semi-darkness his shout gave me quite a shock. Two small lights much less brilliant than old-fashioned carriage lamps, appeared and I got into the taxi and ordered him to go to the Cavendish, where we arrived as it was getting dark but there was still enough light to see.

I went directly to my room and got my things out and then went down to a light dinner. After dinner I sat around talking with Rosa Lewis and some people who'd dropped in. They spoke a good deal



Telephone booth

about the blackout so I thought I'd go out on the street to see it.

The Cavendish like most houses and all public places and clubs is not equipped with a system of double doors like the pressure locks in the furnace room of an oil burning steamer. You step into a little dark compartment and then, after the door *behind* you is closed, open the front door and go into the street.

The front door opened simply on a mass of blackness as it would have on a dark night in the open country. With the aid of a single flash from a pocket torch I managed to cross Jermyn Street to the back of Fortnum and Mason's shop. I paced off the distance from there to the corner of Duke Street so as to be able to find the front door of the Cavendish. I walked up Duke Street to Piccadilly which took my breath away. Buses rushed by at almost their usual pace with covered lights showing about as much as a candle would. The only use of these lights as far as I can see is to indicate to people in front where the bus is and in what direction it is going. They certainly could not help the driver to see anything.



Princes Restaurant

Even in Piccadilly I found it safer to keep a lighted cigarette in my mouth so as to be seen and to avoid collisions. People walked by talking and you could hear their voices without having the slightest sight of them. The stars overhead were as clear as in the country. The red and green signal lights were covered with pieces of tin with narrow slits about half-an-inch wide and three or four long out of which came what was very much the strongest illumination visible.

I risked the passage across Duke Street and walked as far as St. James's where all that could be seen was the red lights of cars putting on their brakes. I made my way back along Jermyn Street which was like a cave. Outside one restaurant the doorman had a flashlight with the glass painted over apparently with blue transparent paint—that is to say, very lightly put on.

The next day, Thursday, the fourteenth, I made an engagement to see Ambassador Kennedy. I went to Hatchard's and ordered some books as it will probably be some time before I see a bookshop again and to Sandons to order a tuxedo. I told Mr. Austin of Sandons that he'd have to make it without trying it on. To my astonishment he said that he'd have it ready that afternoon.

A good many of the doors of London were protected by sandbags, by no means all, but quite a lot of them. They usually built up a narrow wall one bag thick which would, I should think, tumble over if there were an explosion. A frequent practice is to pile sandbags against the houses along the sidewalk to a height of a couple of feet. This is to protect the cellars which are used as refuges.

Many houses and a lot of restaurants and shops have signs on them showing that during an air raid people can go inside for protection.

At twelve o'clock I went to the Embassy and saw the Ambassador and ordered my ticket for France on the train leaving Victoria at nine in the morning on Saturday.

I lunched at the Ritz where there was a big crowd of gay and jolly people looking exactly as usual. The only sign of war was a card placed on each table saying that the grill had been temporarily discontinued and that evening dress was no longer prescribed in the restaurant.

That afternoon I walked around the Bond Street district and down as far as Pall Mall. About half the shops had either taped windows or sandbags or both. Aspreys was conspicuous; the iron shutters were down all day.

In London about one person out of three carried a gas mask in a little box about six inches cube. Along Piccadilly and Bond Street, I noticed several shops that sold sweller cases made of cloth or leather for those who must be smart. Some of the people

I talked to had left their masks at home and put other things into the boxes. It may be that this habit will result in men discovering the enormous advantage of bags over pockets which women already know.

I dined at Scotts which was as good as ever but I missed the outlook down the Haymarket which of course had to be blacked out. After dinner I returned to the Cavendish in a taxi which seemed to go at practically its normal rate through almost total darkness.

My second day in London—Friday, the fifteenth—I drove about in a taxi to see some of the war changes. Directly in front of the United States Embassy there is one of the anti-air balloons. There are several hundred of them (I noticed four as I drove through Hyde Park) which are let up off trucks from all over London. They look like just hatched pollywogs and float more than a mile high.

The parks are all dug up. Deep pits covered and concealed are provided to which the people can rush for protection. There are several groups of anti-air cannons in Hyde Park.

One smart touch was a house in Grosvenor Street which had a wall of sand bags in front of it but instead of being the ordinary kind, these were covered with red cloth giving the effect of the swell hounds which would only pursue silver foxes.

I had a talk with Lord Gough who expressed what had already become my impression, that the temper of the British people is hard set to beat Hitler. They will stand for no appeasement. This is the effect they give to everybody from the Ambassador down. I spoke to as many people as I could and I found none willing to talk peace unless Hitler goes out.

On Saturday the sixteenth I left Victoria on a very comfortable train equipped with Pullman cars on which breakfast was served. At the regular time

we got to Folkstone. Dover being entirely taken over by the government.

Then the trouble began. The British authorities examined everybody's baggage, including mine. This process took three hours and when at last the boat, which was a little one intended for cars and not for passengers, got started it took over two-hours-and-a-half to get to Boulogne. We sailed a very zigzag course chaperoned by distant government vessels which we could just see over the horizon. Every passenger was obliged to put on and keep on a life preserver.

When we got to Boulogne we were received with the welcome news that the next train would not go until 7:30 p.m., it being then about half-past three.

I took a cab and, accompanied by Mrs. Reynolds of Lisbon and the fiancée of Cheke, the British Press Attaché, drove about to see the new sights of the town.

We went out to see the monument erected where the camp was. Both leaving and entering the town we were stopped by soldiers who questioned us.

When we got to the town we went to a restaurant recommended by the taxi man as the best in town. For the sake of those who have to eat in Boulogne, I hope he is a liar.

We had to send some telegrams and went to the post office and wrote them out but were told that before they could be received they would have to be

approved by the police. Following instructions, we went around the corner where we had to exhibit our passports before the officer would stamp the telegrams.

The train actually moved at 7:30 p.m. but what with shunting and waiting around it was at least half-past-eight before the train pulled out of Boulogne.

We stopped at every station and at every station a horde of people, refugees, evacuated and soldiers

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Paris street sign

The 1940 Census

By ROSCOE WRIGHT, Chief of Public Relations, Bureau of the Census

UNCLE SAM'S current decennial census opened on April 2 when thousands upon thousands of enumerators throughout the United States and American possessions began the formidable task of interviewing every head of family under the American flag.

Congress, recognizing the need for an accurate and complete enumeration to measure the changes which have occurred during the eventful years since the 1930 census, provided funds to carry out a broad educational program. The census story was told in newspapers and magazines, on the radio and in the news reels. Schools and churches, labor unions and trade associations, women's organizations and service clubs, all joined forces to publicize the census by means of speeches, bulletins and personal contacts. Voluntary citizens committees were organized in more than 2,000 communities to carry on the educational work. The President's proclamation was printed in 23 languages and special attention was given to cooperating with foreign language groups and newspapers.

The entire educational program was keyed to the idea that a successful census was important to every man, woman and child living under the protection of the American flag. The slogan, "To Know America, Tell America," carrying out this theme, appeared on posters and in pamphlets and was sprinkled throughout speeches and news releases. Emphasis was placed throughout the campaign upon the usefulness of the information to the individual in order that every American would feel he had a stake in the census.

All phases of the 1940 census were covered in the educational campaign. These activities included the census of business, manufactures and mines and quarries, in addition to population, housing and agriculture. The censuses of business, manufactures and mines and quarries started early in January, while the other three got under way on April 2. A census of irriga-

tion and drainage is being taken in conjunction with the agriculture census.

The 1940 census covers all of Uncle Sam's far-flung territories and possessions, in addition to continental United States. Because of the unusual climatic and geographic conditions involved, the Alaskan census started last October. Census activities in Hawaii, Guam, American Samoa, Panama Canal Zone, the Virgin Islands and Puerto Rico started on April 2.

The field force is composed of approximately 120,000 enumerators, 529 district supervisors and 105 area managers. The country was divided into approximately 147,000 enumeration districts, each containing from 1,000 to 1,500 people. It is estimated that the 120,000 enumerators will travel the equivalent of 1,000 times around the world to get the basic facts in this greatest of national inventories.

House-to-house canvassing usually results in extremely human experiences. The census, the biggest house-to-house canvass of them all, naturally is a gold mine for this type of material. Take the case of an enumerator working in Wilkes-Barre, Pennsylvania, who reported a mother of 12 children. The enumerator asked the question as to whether the housewife was employed for pay or profit. She replied: "Do you really expect me to do any other work with 12 children?" About then she left the room abruptly. Upon her return she said, "Your



A census enumerator interviewing a housewife as her ten children look on.

count is wrong. I forgot Charlie." Charlie was three months old.

A Texas enumerator discovered a family with fourteen children. The youngest bore the name, "Fourteen." Several times enumerators had to wait while parents of large families rounded up their numerous progeny to be counted and correct ages and names ascertained. Several enumerators reported that the large families seem to get along as well from an economic standpoint as the smaller families.

Life is still full of interest and activity after more than a century of living, according to a 113-year-old grandmother visited by a Florida enumerator. This grand old lady lives on a pea patch and raises vegetables for a livelihood. She observed that "people hurry too much and that's why they don't live long." Another Florida enumerator discovered a 103-year-old woman digging in her garden. She answered all questions readily while leaning on her hoe. Both of these oldsters live by themselves.

Our pioneering forefathers built their houses to stand the rigors of the years. Housing census enumerators have discovered at least two houses which were constructed 200 years ago. One is located in Missouri and the other in Virginia. Undoubtedly other two-hundred-year-old structures will be turned up before the census is completed. Many "infants" of 100 years have been located by the enumerators. Practically all of these old houses are in good repair. In many instances, descendants of the original builders still inhabit the houses.

There are many variations of the old saw concerning "people who live in glass houses." The housing census turned up a new one. It is a five-room house built of milk bottles. Approximately 15,000 milk bottles were used in its construction. This is only one example of odd or unusual dwelling places discovered by census takers.

In Texas, several houses were found which were built entirely of petrified wood gathered over a period of years. Most of the wood is iridescent and sparkling from the crystal formation. Grass huts abounded in one section of Florida. These were built with swamp palms with willow branches for bases. Many families were located living in abandoned street cars.

Modern conveniences are at a premium in most of the unusual dwellings. One enumerator rode a horse three miles through a swamp to count several families living in bark huts. One of the inhabitants, when asked if she had a bathroom, replied, "What is that?"

Enumerators in thickly populated areas have turned in an astounding large number of names during a single day's work. One industrious enumerator counted 356 persons in a single day. Many

have gone over the 300 mark. On the other hand, enumerators out in the wide open spaces ride horseback and hike far back into the hills to count one family. In many cases such a trip constitutes a full day's work.

Alaskan enumerators are probably the long distance champions of all census takers. One enumerator, accompanied by a dog team and driver, started out just before Christmas on a 2,500 mile swing through the frozen Arctic wastes. Another Alaska enumerator is faced with an 800 mile trip on snowshoes, counting miners who hole up for winter on their claims back in the mountains north of Fairbanks. Airplanes and boats are also used in Alaska to reach isolated communities.

Enumerators on the mainland, however, also have a claim on long distance honors. One enumerator in Idaho has a district comprising about 2,000 square miles of sparsely settled, mountainous territory. A 67-year-old woman has requested this assignment and behind her request is a heroic story. During the 1935 farm census, the supervisor was unable to discover a man willing to make the trip. Finally, a 62-year-old woman volunteered to enumerate the territory as she had done in the 1930 census.

The enumerator donned her snowshoes, slung a sleeping bag over her back, and disappeared into the wilderness. Nothing was heard from her in six weeks. At the end of that period she returned to town having enumerated 35 farms. The 1940 enumerator is this same woman.

Some other Idaho enumerator is faced with a 20 to 30 mile trek to the headquarters of the Clearwater River where live a group of miners and trappers. The enumerator must make the entire journey on foot since slides caused by spring freshets make horseback travel impossible.

Several enumerators have had to take to boats to complete their count. In Alabama, an enumerator traveled 70 miles in a motor launch to count a family living on an island. An Arkansas enumerator paddled a canoe nine miles down the Black River to enumerate a family of four. Out on the Eastern tip of Long Island, an enumerator hired an oyster boat to carry him to Gardiner's Island, located far out in Long Island Sound.

Following completion of the field work comes the tremendous task of editing, coding and tabulating the reports covering about 132,000,000 people, 33 million dwellings, seven million homes, and 3,200,000 factories, wholesalers, retailers, and other business units. It will take a force of approximately 6,000 clerks about two years to digest the returns. About 1,800 specially built machines will be used

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From Another Angle A Dep't Of Peace—Guest Editorial

(Palo Alto Times, April 26, 1940)

EDITOR'S NOTE: Tonight's contributor is professor of political science at Stanford, editor of Stanford Books in World Politics, and author of a number of volumes in the field of international relations. These include "American Diplomatic and Consular Practice," "Latin America and the United States," and "French Foreign Policy." He has traveled and studied abroad

and was at one time visiting professor of international law at the Graduate School of International Studies in Geneva and the Academy of International Law at The Hague. The Guest Editorial department is devoted to authentic expressions of viewpoints which may differ from or supplement those of Times staff writers.

By GRAHAM STUART

The fool in the Italian fable who asked the statesman why, since war always ends ultimately in peace, rulers do not make peace before war begins, asked a question which the world is still apparently unable to answer. Nevertheless, the necessity to answer this question intelligently becomes ever more urgent as science develops and perfects the machinery of mass destruction.

Some progress has been made. Dynastic and religious wars have become obsolete and the periods between wars have gradually increased. Machinery for settling international disputes is more available and utilized more extensively. Unfortunately the emphasis is still upon protection rather than prevention. Nations will spend millions for security and will appropriate substantial sums for the settlement of disputes, but they are invariably niggardly in supporting the one agency of government whose sole purpose is the preservation of peace by the elimination of the causes of war.

A glance at our 1941 federal budget illustrates the situation. The expenditures for national defense are listed as \$851,751,660 for the Navy Department and \$687,693,500 for the War Department, making a total of over one and one half billion dollars. As a matter of fact, appropriations for national defense, due to the present critical situation in Europe and the Far East, will unquestionably, and perhaps justifiably, be even larger. But the Department of State which David Starr Jordan appropriately designated as our Department of Peace, is allocated \$18,970,000 in the same budget. Of this sum approximately two millions are for permanent international obligations, and four millions returns to the treasury through

passport and consular fees; therefore the State Department and the Foreign Service really receive only about 12 million dollars a year, less than one-third the cost of one first-class battleship.

This is not only a paradoxical but it is a tragic situation. The number one department in our government, not only in its date of establishment, but in its prestige, influence, and importance, is always number ten in federal appropriations. The governmental agency which protects the lives and property of Americans abroad, furnishes the information upon which our foreign policy is based, keeps us out of war by eliminating the causes of international friction, is so restricted financially in its work that not more than half a dozen members of its personnel can devote their entire time to the development of an intelligent foreign policy for the United States. It is forced to appoint rich men, who can afford to spend thousands of dollars of their own funds, to represent the United States in diplomatic posts in the important capitals of the world.

Former Secretary of State Hughes has aptly called diplomacy preventative medicine. Secretary of State Hull has declared that the preservation of peace is the cornerstone of our foreign policy. The State Department and the Foreign Service are the means whereby the United States maintains the friendly atmosphere essential to cordial political and commercial international relations. As such, do they not merit greater support than the American people and their representatives in congress have hitherto accorded? These are agencies which can make peace before war begins. Why not support them and make them a really effective Department of Peace?



Submitted by Paul C. Squire through courtesy of Lionel Green

AMERICAN CONSULATE, VENICE

"The Consulate was still there . . . but the railing in front had been confiscated as a contribution to Italy's collection of 'superfluous' iron in the interest of war preparedness. Happily, however, there is now no American tourist whose misstep might otherwise deliver him to a watery grave."

Transatlantic War-Ferry

By PAUL CHAPIN SQUIRE, Consul, Venice

"IT IS not valid for travel in any country in Europe except Italy . . . traveling on a vessel of a non belligerent country." Thus read my passport, garnished with the generous thumb print of friendly

Jim McKenna. Following my release from a strenuous six months in the Special Division of the Department of State, I elected passage on the m/v *Vulcania* since the cost was the same whether one debarked at the Azores, Lisbon, Naples, Palermo, Patras, Ragusa or Trieste. Five thousand and sixty miles for the same price as 2,300 with nine days' meals and lodging to boot would appeal to any consul acquainted with the barest rudiments of pocketall economy.

The first five days would have made good copy for a Marine Protest Book recording "tempestuous and boisterous weather." During that period I neither made nor received any advances from the thirty-five passengers . . . and even the first encounter was not intended for me. With less than a dozen passengers appearing for meals, I was beginning to think that everyone was concealing his identity and his motive for crossing the sea until the steward delivered to me an envelope bearing the number of my cabin, addressed TO THE UNKNOWN. Some traveler was indeed showing his initiative, but he erred when he thought he saw her go into my cabin! Alas, a landlubber afflicted with seasickness. To save the lady from any possible regrets, I pocketed the missive of a lovesick swain.

I had always wondered what the real purposes of the human cargo might be in a war crossing. The only other members of our Foreign Service family were Mrs. Leo J. Callanan and her handsome son en route to join her husband, American Consul at Oporto. A *Chicago Tribune* sports editor was on his way to Rome to collect an Italian boxing team. A teacher whom I had once entrusted to a doctor at Nisee was destined to Robert College at Istanbul to instruct Turkish officers in English. Three experts were en route for England to impart the art of maneuvering the latest gyroplanes. A pair of young sweet things were flying to their spouses in French Morocco, dismayed that the air over Spain had been metered at the rate of \$10 for a transit flight.



After leaving the Azores the *Vulcania* was brilliantly illuminated with special floodlights directed upon the Italian flags painted amidships. To insure every precaution the canvas of the lifeboats had been removed. Hailed at Gibraltar by an archaic airplane, we were detained only four

hours by the Contraband Control. While not a moment was lost in the inspection of cargo and passengers, neither any merchandise nor persons were removed. I counted over forty vessels anchored on the port side and was informed that I had just missed witnessing the departure of sixty-four ships under convoy.

That evening we produced a game of anagrams and each participant, who was permitted to select two languages, constituted a veritable chip off cosmopolis. There was a charming and versatile Italian engineer, a Turkish chap who had been identified with his country's exhibit at the New York World's Fair, and a most disarming renowned professional photographer, with an exceptional faculty for making friends, who chose *Afrikander* for his second language. A *staatlos* German girl, seventeen years in the United States but 1000% Nazi, was returning to Germany because, she stressed, Hitler wanted her . . . she was a trained nurse. Brunhilde elaborated upon the adoration in which she maintained the Führer is held by his followers and informed us that he is even loved by some of our Hebrew friends.

A White Russian of an illustrious noble family scored the hit of the evening. As chess champion he permitted himself to be blind-folded, then directed his plays in opposition to the moves, relayed to him verbally, of three worthy adversaries. He won . . . and easily.

I cannot resist relating the Prince's experience at Naples. It happens that some years ago while in Italy he was impersonated by some unscrupulous person then in France, who was accused but never brought to justice for the alleged theft of \$140 from a café in Paris. The unpleasant circumstances having haunted him ever since they came to his knowledge recently, it was no surprise to the Prince when

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Education of Foreign Service Children

By LILIAN GROSVENOR COVILLE

(An editorial on the Committee on Education of the Foreign Service Association appeared in the May 1940 issue of THE JOURNAL. Here a member of the committee informally discusses some of the problems under study.)

THE Chief of the Division of Foreign Service Personnel, Mr. Howland Shaw, has stated that two out of five of the married Foreign Service Officers who come to him consider that their most serious personal problem is the education of their children. Since my recent appointment to the permanent Committee on Education I have been startled by the extent of the problem, and the question has been raised in my mind: Could these difficulties be simplified by open discussion of them among Foreign Service Officers and wives? There is striking similarity to the educational problems facing all of us, and it might be of general profit if we pooled ideas and experiences on the subject.

Here are a few of the background facts taken from recent statistics: 356, or approximately half of the Foreign Service Officers, are married and 367 of their children are between the ages of six and eighteen years. These families are scattered about at more than 200 different places in the world. Every one of us is familiar with the shortcomings of the educational facilities of most of these posts. In addition, disturbed political conditions are forcing an increasing number of officers to send their children to the United States for safety's sake as well as for that of education. How can an officer at a distant post assure himself that his children are being well taken care of, receiving a good education, and at the same time receiving it at a cost which is not a tremendous financial drain on his resources?

There are a number of different suggestions to consider. For instance, a permanent committee, made up from among officers on assignment in the Department and their wives, might keep in touch with Foreign Service children in and near Washington. Should it meet the desires of a sufficient number of officers, approaches might be made to qualified schools which would come to look upon the presence of Foreign Service children as a regular part of their activities from year to year, and the schools might adapt themselves to the special needs of children whose parents are abroad.

Perhaps the solution of the summer vacation question, which is another pressing problem, might be

found by concentrating Foreign Service children in a few schools. On the other hand, the majority of families may prefer their children to be studying in schools in their home States where they can be in close touch with their relatives.

If there is no demand to establish relations between the Committee on Education and schools in the vicinity of Washington, then the above suggestion is on the wrong track. *We are working in the dark until we receive a response from the field.*

Would it be useful if the committee attempts to serve as a clearing house of information about schools in the United States, or do our colleagues feel that they already have all the information they need to make their own choices?

The committee might keep an up-to-date library of the catalogues of schools and colleges, together with a file of letters from Foreign Service Officers reporting their experiences with specific institutions, and any information about scholarships which the committee is able to obtain. If any officer finds a school particularly adapted to the needs of Foreign Service children, the information could be sent to the committee so that it would be available to officers stationed in all parts of the world.

In addition, THE JOURNAL might be induced to allow space every month for a column of informal discussion of educational affairs, and here letters and comment of special interest could be presented. Officers at distant posts have reported looking through dozens of school catalogues and in the end not being convinced that a suitable school has been selected. Perhaps in such a case, parents would welcome the opinion of other officers who had had personal contacts with the school under consideration, and in this respect members of the committee might be helpful to officers, either by correspondence with them in the field or by personal interview when the officers come to Washington.

Perhaps Foreign Service Officers would like to have the committee communicate with schools in the hope of placing children with partial scholarships. Some tentative approaches have been made to heads of a number of schools who were not unresponsive to the idea. However, it is believed that

the committee would have to take up the matter on behalf of a specific boy or girl who applied to it, and that the schools would not be willing to give a *carte blanche* scholarship to any Foreign Service child.

A large amount of useful information has been collected by the temporary educational committee composed of: Mrs. Lewis Clark, Mrs. J. Klahr Huddle, Mrs. Harry McBride, Theodore C. Achilles, Ellis O. Briggs, John Carter Vincent, and Paul H. Alling, Chairman. Their exhaustive report was circulated to the entire Foreign Service in the summer of 1939, but this splendid study did not receive as much attention as it merits. For this reason, it may be well to jot down here a few of the facts and recommendations noted in the report.

The Division of Foreign Service Personnel of the Department obtained information recently concerning the educational facilities at most of the posts in the Service. Two hundred and forty-two posts were represented, and at one hundred and nineteen of these, officers considered that no schools were available which were adapted to the needs of American children. Of the remaining posts, only sixty-three had public schools through high school which the officer reported were suitable for American youth.

The most serious educational problem in the Foreign Service, according to the report, is presented by the group of children between the ages of thirteen and eighteen years. The last time they were counted, there were one hundred and fifty-two children in this group. Fifty-four of them are living at posts where public high schools are available and considered suitable; fifty-nine are at posts where *no schools at all*, either public or private, are adapted to their needs. The rest are being educated at private schools at the post or in the United States.

The report goes on to mention the added expense incurred by parents who must send their children to private schools at their post and later home to private schools in the United States, and points out that this is another matter which warrants official consideration by the Department of State. It remarks that in the last ten or fifteen years, a growing

number of officers without any private income has entered the Foreign Service and that, therefore, the proportion of officers in the Service who are troubled with the financial aspect of educating their children is getting larger all the time.

At present there is a bill before Congress (S. 1305), section 501 of which declares that it is "to be the policy of the United States to make such provision as may be necessary to assure opportunity for public elementary and secondary education to children legally residing on Federal reservations and properties and to children of U. S. citizens on duty at foreign stations of the United States, such education, as far as feasible, to be comparable in quality and availability to the education provided in public schools of the various States."

Of course, there is nothing very definite about the above quotation. It does give a ray of hope, however, that at some future time legislation may be passed giving financial assistance to Foreign Service Officers who are put to greater expense in educating their children than are other Federal employes who live in the United States. The permanent committee on education could keep informed of all possibilities in this direction.

Members of the present committee are W. J. Gallman, Chairman; Roberta Merriam, Livingston Satterthwaite, Andrew B. Foster, and myself. We

are anxious to learn how much interest there is among Foreign Service Officers and wives in the committee's projects and activities. Suggestions are welcome.

MAIL RECORD?

From Consul John D. Johnson at Lyon, France, comes the record airmail cover. A letter mailed in Los Angeles, California, on March 30 at 2 p.m. arrived, via clipper, at Lyon on April 3 at 3 p.m.—an elapsed time of four days and one hour from Los Angeles to Lyon, or 4 days and 11 hours if the difference in time is counted.

Mr. Johnson believes this establishes a record for mail. Can any F.S.O. produce evidence to break this record?

JOURNAL POLLS

The Editors of the JOURNAL contemplate conducting a series of polls among members of the Foreign Service on matters of interest to Foreign Service Officers. In this way it is thought that a representative expression of opinion may be obtained on questions affecting the career Service. Ballots will be supplied by the JOURNAL and may be returned anonymously.

All readers of the JOURNAL who are interested in this plan are urged to suggest to the Editors a list of subjects on which a poll might usefully be taken. If the plan is favorably received, the JOURNAL will arrange for the balloting at an early date.

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The American Foreign Service Association

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

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EDITORS' COLUMN

From the fact that more graduates of Harvard than of any other college are attracted to the Foreign Service, the pleasant fiction has arisen that the field branch of the Department of State is run by a "Harvard clique." This "clique" is reported to exercise control in accordance with supposedly snobbish Harvard traditions, to admit Harvard men into a sort of inner sanctum of policy making, and especially to encourage the recruiting of young officers from the banks of the Charles in preference to candidates equally worthy but suffering from inferior educational advantages. Since Harvard is synonymous in many minds, however unjustly, with tea-drinking, peculiarities of speech, and sartorial affectations, it is perhaps responsible for the persistent impression in certain areas of the United States that Foreign Service Officers are not as "American" as they should be.

The results of the last examinations for the Service should go a long way to demolish this convenient theory. From the first table presented on the opposite page, it will be seen that while Harvard, as usual, supplied a leading number of candidates for the orals, only *one* of the 35 who finally passed was stained with the incriminating crimson dye. This particular set of examinations was actually a major triumph for Yale with six successful candidates, and for Princeton with five. However, a total of twenty-five institutions are represented in the final score. Dartmouth and Georgetown boast two men each, and a score of other colleges and universities, ranging from Augustana to Williams, from Brown to Stanford, claim one apiece. Even Massachusetts State enjoys an equal rating on this plane with the intellectual scat at Cambridge.

On the basis of geographical distribution, twice as many candidates from New York were successful than from any other state, which will lead, possibly, to widespread charges that a "New York clique" dominates the Service. Indicative, however, of a spreading interest in the career, is the fact that representatives of twenty-eight states plus the District of Columbia qualified on the written exams. California, Maryland, Massachusetts, Illinois, Ohio and Pennsylvania had two or more native sons—or at least legal residents—who survived both written and oral tests, and nine other states had one standard-bearer each. While it is true that most of those who figured in the finals came from the eastern seaboard and the middle west, there were candidates who received 70 or more on the written exams from

(Continued on page 333)

Colleges from which candidates eligible for last oral examination received an A.B. degree or its equivalent, or in which they pursued most of their undergraduate studies:

| College | Received 70 or more on written examination | Passed Combined Written and Oral examinations |
|--|--|---|
| Amherst College | 1 | 0 |
| Augustana College | 1 | 1 |
| Bates College | 1 | 0 |
| Beloit College | 1 | 0 |
| Brown University | 1 | 1 |
| Colgate University | 1 | 0 |
| College of the City of New York | 1 | 0 |
| College of Wooster, Ohio | 2 | 0 |
| Columbia University | 3 | 1 |
| Cornell University | 1 | 0 |
| Dartmouth College | 2 | 2 |
| Emory University | 1 | 0 |
| Georgetown University | 5 | 2 |
| George Washington University | 3 | 0 |
| Harvard University | 11 | 1 |
| Haverford College | 2 | 1 |
| Johns Hopkins University | 2 | 0 |
| Lehigh University | 1 | 0 |
| Massachusetts State College | 1 | 1 |
| National University, Washington, D. C. | 1 | 0 |
| New York University | 3 | 1 |
| Ohio State University | 2 | 1 |
| Pennsylvania State College | 1 | 0 |
| Pomona College | 1 | 1 |
| Princeton University | 11 | 5 |
| Rice Institute | 1 | 0 |
| St. Peter's College | 1 | 0 |
| Southwestern College | 1 | 0 |
| Stanford University | 2 | 1 |
| Swarthmore College | 1 | 0 |
| The Citadel | 1 | 1 |
| Tufts College | 1 | 0 |
| Univ. of California (Berkeley) | 1 | 0 |
| Univ. of California (Los Angeles) | 2 | 1 |
| University of Chicago | 3 | 0 |
| University of Georgia | 1 | 1 |
| University of Idaho | 1 | 0 |
| University of Michigan | 1 | 1 |
| University of Minnesota | 3 | 1 |
| University of Missouri | 1 | 0 |
| University of Southern California | 1 | 1 |
| University of Texas | 1 | 0 |
| University of Virginia | 2 | 1 |
| University of Wisconsin | 3 | 1 |
| William and Mary College | 1 | 1 |
| Williams College | 3 | 1 |
| Yale University | 9 | 6 |
| TOTAL | 101 | 35 |

Legal residence of candidates eligible for last oral examination:

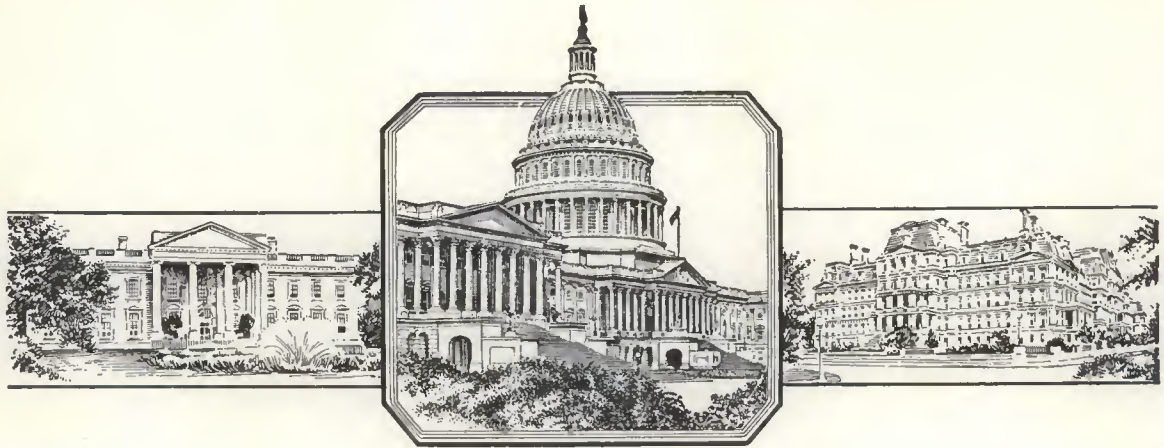
| State | Received 70 or more on written examination | Passed Combined Written and Oral examinations |
|-------------|--|---|
| California | 8 | 4 |
| Connecticut | 5 | 1 |
| Florida | 1 | 0 |
| Georgia | 1 | 1 |
| Illinois | 9 | 4 |
| Indiana | 2 | 1 |
| Iowa | 1 | 0 |
| Louisiana | 1 | 1 |

| | | |
|----------------------|------------|-----------|
| Maine | 1 | 0 |
| Maryland | 4 | 2 |
| Massachusetts | 3 | 2 |
| Michigan | 2 | 1 |
| Minnesota | 2 | 0 |
| Mississippi | 1 | 0 |
| Missouri | 2 | 0 |
| New Hampshire | 1 | 0 |
| New Jersey | 3 | 1 |
| New York | 23 | 8 |
| Ohio | 4 | 3 |
| Oklahoma | 1 | 0 |
| Pennsylvania | 12 | 3 |
| Rhode Island | 1 | 0 |
| South Carolina | 1 | 1 |
| South Dakota | 1 | 1 |
| Tennessee | 3 | 1 |
| Texas | 1 | 0 |
| Virginia | 3 | 0 |
| West Virginia | 1 | 0 |
| District of Columbia | 3 | 0 |
| TOTAL | 101 | 35 |

Number of college men in the Foreign Service:

| | |
|--|------------|
| 1. Harvard | 93 |
| 2. Yale | 62 |
| 3. Princeton | 56 |
| 4. George Washington | 35 |
| 5. Georgetown including Georgetown School of Foreign Service | 30 |
| 6. U. of California | 26 |
| 7. U. of Virginia | 20 |
| 8. Stanford | 18 |
| 9. U. of Michigan | 18 |
| 10. Cornell | 17 |
| 11. Dartmouth | 16 |
| 12. U. of Pennsylvania | 16 |
| 13. Columbia | 15 |
| 14. U. of Texas | 14 |
| 15. U. of Illinois | 13 |
| 16. U. S. Naval Academy | 12 |
| 17. U. of Minnesota | 12 |
| 18. U. S. Military Academy | 9 |
| 19. Williams College | 9 |
| 20. U. of Washington | 7 |
| 21. U. of Wisconsin | 7 |
| 22. Hamilton College | 6 |
| 23. U. of Colorado | 6 |
| 24. U. of Nebraska | 6 |
| 25. U. of North Carolina | 6 |
| 26. Washington and Lee | 6 |
| 27. Amherst | 5 |
| 28. Brown University | 5 |
| 29. Johns Hopkins University | 5 |
| 30. U. of Chicago | 5 |
| 31. U. of Missouri | 5 |
| 11 Colleges having 4 each | 44 |
| 19 Colleges having 3 each | 57 |
| 32 Colleges having 2 each | 64 |
| 125 Colleges having 1 each | 125 |
| TOTAL | 290 |
| | 850 |

The survey in the last table is based on the Register of the Department of State dated October 1, 1939. In determining the credits to the various institutions, those, where the Foreign Service Officers received their Bachelor degree of Arts or Sciences, etc., were taken. It was difficult to decide the cases where the officer had not graduated but in such cases credit was given the institution where he gave most of his time. (Table compiled by Carl M. J. von Zielinski.)



News from the Department

By REGINALD P. MITCHELL, *Department of State*

The Secretary

On April 27 the Secretary received Tibor Eckhardt, prominent Hungarian political leader, and on the same day he was present at the Union Station to extend a welcome to Mackenzie King, Prime Minister of Canada.

The Secretary and Mrs. Hull visited Atlantic City from April 29 until May 7. Due to developments in the European war situation he resumed long hours at his desk, and upon the occasion of the German entry into Belgium and the Netherlands on May 10 he was in his office until the early hours of the same morning.

He and Mrs. Hull were hosts on May 11 at an official reception at the Pan American Union to the delegates attending the Eighth American Scientific Congress, and on May 13 he delivered an address of welcome to these delegates also at the Pan American Union. He delivered an address before the American Society of International Law, of which he is president, at the Carlton Hotel also on May 13 and he and Mrs. Hull were hosts at dinner to members of that organization at the Carlton Hotel on May 15.

On May 16 he and other members of the Cabinet were present at the Capitol on the occasion of an address to both Houses of Congress by President Roosevelt.

Under Secretary Welles

Under Secretary Welles, in his capacity as President of the Eighth American Scientific Congress, delivered an address on May 17 at the final plenary session of the Congress held at the Pan American Union.

Assistant Secretary Berle

Assistant Secretary Berle delivered an address on May 1 at the meeting of the Pan American Sanitary Bureau held at the Pan American Union.

Assistant Secretary Long

Assistant Secretary Long delivered an address on the subject of Foreign Policy on May 2 in Washington at the Forum on Foreign Policy and National Defense.

Ambassador George S. Messersmith

The Ambassador to Cuba, Mr. George S. Messersmith, accompanied by Mrs. Messersmith, arrived in Washington by train on May 11 following their departure from Habana two days earlier. The Ambassador remained in Washington until May 17 and proceeded to New York City to sail on the following day for Habana on the S. S. *Oriente* with Mrs. Messersmith, who meanwhile had continued to Boston to join her mother, Mrs. L. W. Mustard, of Wellesley Hills, Massachusetts. Mrs. Mustard sailed with them and planned to remain in Habana on a visit.

Ambassador Frank P. Corrigan

The Ambassador to Venezuela, Dr. Frank P. Corrigan, arrived in New York City on May 9 on the S. S. *Jamaica* from Panama after attending a meeting of the Mediation Commission on the Honduran-Nicaraguan border controversy in San José, Costa Rica. He arrived in Washington on the following day and remained about two weeks, spending much time in the Department and also serving as an honorary chairman of the Hospitality Committee of the Eighth American Scientific Congress. Mrs. Corrigan had preceded him from Caracas and together

they went to their home in Cleveland preparatory to returning to Caracas.

Ambassador Josephus Daniels

The Ambassador to Mexico, Mr. Josephus Daniels, accompanied by Mrs. Daniels, arrived in Washington by train from Mexico City on May 12. He was a luncheon guest of President Roosevelt at the White House on May 14 and spent considerable time in the Department before leaving with Mrs. Daniels for their home in Raleigh, North Carolina, on May 16. He stated that he possibly might remain in the United States to attend the Democratic National Convention in Chicago in July.

Ambassador Alexander W. Weddell

The Ambassador to Spain, Mr. Alexander W. Weddell, accompanied by Mrs. Weddell, arrived at New York City on May 16 from their post on the S. S. *Roma*. The Ambassador called at the Department on the following day while en route with Mrs. Weddell to their home in Richmond, Virginia.

Minister Clarence E. Gauss

The recently-appointed Minister to Australia, Mr. Clarence E. Gauss, arrived at San Francisco on April 13 on the S. S. *Taft* and visited Mrs. Gauss and their son, now undergoing a course in aviation, in Southern California before arriving in Washington on May 3. He remained in Washington, with the exception of a brief visit to New York City, until the first of June, planning to revisit Mrs. Gauss and their son before his scheduled sailing from San Francisco on June 25 on the S. S. *Monterey*. His family planned to leave California in August to join him at Canberra.

Minister James H. R. Cromwell

The Minister to Canada, Mr. James H. R. Cromwell, relinquished charge of the Legation at Ottawa on May 16 and departed by plane for the United States, preparatory to the taking of effect of his resignation during late May.

Foreign Service Officers

Following announcement by the Department on May 1 that a consulate was being provisionally established at Godthaab, Greenland, James K. Penfield as Consul and George L. West, Jr., as Vice Consul

sailed from Staten Island on May 10 on the Coast Guard cutter *Comanche* for that post. The vessel refueled at St. Johns, Newfoundland, and was scheduled to arrive at Godthaab on May 22. They were the subject of numerous press articles which mentioned various interesting details of Greenland and the life which awaited them. It appeared that Godthaab possessed about 50 persons, of whom virtually all were Greenlanders except about 20-30 Danes. They carried with them various items of heavy clothing, foodstuffs, and a short-wave radio receiving set.

Bertel E. Kuniholm, until recently Consul at Zürich, accompanied by Mrs. Kuniholm and their two children, Peter and Joan, arrived at New York City on April 29 on the S. S. *Washington* via Genoa from Zürich. He came to the Department without delay and remained until May 8 in preparing for his new assignment as Consul at the newly-announced post of Reykjavik, Iceland, spending three days in New York City before sailing for Reykjavik on May 12 on the S. S. *Detifoss*. He was accompanied by a clerk assigned to the new office, Miss Rita D. R. Neergaard, until this appointment assigned to the Division of International Communications. Mrs. Kuniholm and the two children proceeded on arrival in New York City to their home in Gardner, Massachusetts, preparatory to joining Mr. Kuniholm after he has found living accommodations at Reykjavik. He carried with him special fishing tackle, as did Penfield and West, inasmuch as fishing in both Iceland and Greenland is reported to be excellent.

James J. Murphy, who relinquished charge of the Division of Commercial Affairs on April 1, spent the month of April partly on consultation at the Department and partly on leave at his home in Washington before sailing from New York City on May 4 on the S. S. *Washington* via Genoa and Paris for his new post as Consul General at Rotterdam. Due to the extension of hostilities into the Netherlands while he was en route to Rotterdam, his assignment was changed to First Secretary at The Hague.

Edward S. Crocker, Second Secretary at Tokyo, registered at the Department on April 24 while on home leave, following his arrival at San Francisco in early April on the S. S. *President Coolidge*.

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BOUQUETS

In her syndicated column published in the press on May 15 Dorothy Thompson, who has many friends in the Foreign Service, referred to the fact that President Roosevelt, alone among the heads of democratic states, has been correctly informed by a Secretary of State "who has great political sagacity and homespun common sense and by a diplomatic service superior in intelligence and liveliness to the British and the French."

News From the Field

FIELD CORRESPONDENTS

| | |
|--|--|
| ACKERSON, GARRET G., JR.— <i>Rumania, Hungary</i> | GROTH, EDWARD M.— <i>India</i> |
| ACLY, ROBERT A.— <i>Union of South Africa</i> | HICKOK, THOMAS A.— <i>Philippines</i> |
| BARNES, WILLIAM— <i>Argentina, Uruguay, Paraguay</i> | JOSSELYN, PAUL R.— <i>British Columbia</i> |
| BECK, WILLIAM H.— <i>Bermuda</i> | KUNIHOLM, BERTEL E.— <i>Iceland</i> |
| BOHLEN, CHARLES E.— <i>U.S.S.R.</i> | LANCASTER, NATHANIEL, JR.— <i>Portuguese East Africa</i> |
| BONBRIGHT, JAMES C. H.— <i>Belgium, Holland</i> | LATIMER, FREDERICK P., JR.— <i>Turkey</i> |
| BRADDOCK, DANIEL M.— <i>Venezuela, Colombia</i> | LEWIS, CHARLES W., JR.— <i>Central America</i> |
| BUTLER, GEORGE— <i>Peru</i> | LYON, CECIL B.— <i>Chile</i> |
| BYINGTON, HOMER, JR.— <i>Yugoslavia</i> | MCGREGOR, ROBERT G., JR.— <i>Mexico</i> |
| CRAIN, EARL T.— <i>Spain</i> | PLITT, EDWIN A.— <i>France</i> |
| DICKOVER, ERLE R.— <i>Netherlands Indies</i> | PRESTON, AUSTIN R.— <i>Norway and Sweden</i> |
| ENGLISH, ROBERT— <i>Eastern Canada</i> | REAMS, R. BORDEN— <i>Denmark</i> |
| FERRIS, WALTON C.— <i>Great Britain</i> | SCHULER, FRANK A., JR.— <i>Takyo area</i> |
| FULLER, GEORGE G.— <i>Central Canada</i> | SERVICE, JOHN S.— <i>Central China</i> |
| GADE, GERHARD— <i>Ecuador</i> | SMITH, E. TALBOT— <i>Nairabi area, Kenya</i> |
| | WILLIAMS, PHILIP P.— <i>Brazil</i> |
| | American Embassy, Berlin— <i>Germany</i> |
| | American Consulate General, Algiers— <i>Algeria</i> |
| | American Consulate, Yokohama— <i>Yokohama area</i> |

SHANGHAI



DINNER GIVEN BY THE SHANGHAI CONSULATE GENERAL FOR CONSUL GENERAL CLARENCE E. GAUSS JUST BEFORE HIS DEPARTURE

Reading clockwise from further end of table: Vice Consuls E. Paul Tenney and John S. Service, Consuls Horace H. Smith and Richard P. Butrick, Consul General Gauss, Consuls David C. Berger and F. Russell Engdahl, Vice Consuls Hungerford B. Howard and Alvin T. Rowe, Jr., Consuls George D. LaMont and William Clarke Vyse, Commercial Attaché Julean H. Arnold, Consuls Oliver Edmund Clubb and Mouroe B. Hall.



**FOREIGN SERVICE
FAMILIES ARRIVE
IN NEW YORK FROM
SCANDINAVIA**

Left to right: Mrs. Fritz A. M. Alfsen, Mrs. Ethel M. Snow and her son Charles, Mrs. Helen B. Jenkins and her son Douglas, Mr. and Mrs. Lynn W. Franklin and their children Butler, Bessie, Jennie and Lynn.

Acme Photo

ABOARD THE S. S. WASHINGTON

April 21, 1940.

Consul and Mrs. Lynn W. Franklin and their four children, Butler, Jenny, Bessie and Lynn, Jr., accompanied by Mrs. Douglas Jenkins, Jr., and child, Charles 3rd, Mrs. William P. Snow and children, Charles and Christine, and Mrs. Fritz A. Alfsen (a party of twelve persons in all), left Stockholm Saturday night, April 13, on the 10.35 train to Trelleborg en route to the United States via Berlin and Genoa to sail on the S. S. *Washington*. Consul Franklin and his family were proceeding under orders on home leave after nearly six years of absence. The others were evacuated by the Legation in Stockholm due to the war situation in Scandinavia. Vice Consul Snow accompanied his family as far as Trelleborg. Two American students, Allan Wood who spoke some German, and Adrian N. Daniel, accompanied the group to Italy.

LONDON

April 15.

London is charming and beautiful this spring, and perhaps seems more so than ever because of the contrast with the dark winter, the rather cheerless streets of a blacked-out town with people picking their way through pedestrian traffic flashing little lights every now and then. Of course there was plenty of daylight (although not much sun), but one generally saw London only after office hours when it was dark—as week-ends were spent in the country.

Now things are getting green again, and boys and girls are punting on the Serpentine, or sailing in the lake at Regent's Park with colored sail boats. Lots of people go bicycling, including some of us from the office. There are thousands of Canadians in London and all around it, poking their way around the town with interest and enterprise, and experimenting with gusto at English pubs and comparing English beer with whatever they drink in Can-

(Continued on page 336)

The Bookshelf

J. RIVES CHILDS, *Review Editor*

FAILURE OF A MISSION, by Sir Neville Henderson. G. P. Putnam & Son, pp. 334, \$3.00.

Sir Neville Henderson's "Failure of a Mission" is of unusual interest since it is the first authentic memoir by one of the principal European figures of the period immediately preceding the outbreak of the present war. As British Ambassador to Germany from 1937 to September, 1939, he was in a unique position to observe and comment upon the steady march towards conflict, which according to his account the British Government made every effort to avoid. He was closely connected with the development and subsequent failure of the British endeavor to cooperate with Nazi Germany, which reached its climax at Munich and was abruptly smashed with the German occupation of Prague in March, 1939. From that date on the Ambassador claims he saw no hope of averting the clash but argues that without this attempt which, however, came too late to be effective, even if it ever could have been, Britain could never have entered upon a war as a united empire and nation.

Although Henderson's account of this period at times reads too much as an apology for his own career and cannot compare in clarity or dramatic quality with his Final Report published as a British White Paper, this does not detract from the book's importance as a historical document, presenting the British case. It was perhaps too hastily written, which might account for occasional unevenness of style and emphasis.

When Neville Henderson was selected to succeed Sir Eric Phipps in January, 1937, he admitted candidly that he felt that he had been "especially selected by Providence with the definite mission of, as I trusted, helping to preserve the peace of the world." These high hopes were shared by a large section of the British public which still felt at that time that there was a limit to Hitler's ambitions and a word of truth in some, at least, of his assurances and statements.

As evidence of Henderson's resolution to endeavor to believe in Germany's honor and good sense, he started his career in Berlin with the speech at the German-English Society dinner which earned for him the title of "Nazi Ambassador" and which promised Germany the friendship of Great Britain provided Germany would guarantee peace in Europe. From that time on the book describes the

Ambassador's constant and increasingly futile search for such guarantees and his growing realization of the inevitability of failure.

This realization of failure was heightened by his conversations with Hitler. Henderson admits he never saw the Führer except on formal occasions and usually at moments of crises. No foreign diplomats have in recent years been able to see him otherwise. From these meetings, however, Henderson derived the impression that Hitler was driving on, spurred by an increasing sense of personal infallibility and never intended the outcome to be anything but war. The book likewise contains a severe indictment of the sinister influence of Ribbentrop and of Himmler whom Henderson charged were both equally to blame in encouraging Hitler if ever he showed signs of being diverted from his aims by other more conservative elements within the Reich.

The first part of the book is devoted to a discussion of the background of the mission, an analysis of the leading German personalities and a summary of efforts in 1937 and 1938 to improve Anglo-German relations. One chapter deals exclusively with General Goering with whom the Ambassador made particular efforts to cultivate friendly terms and who, he apparently considered, gave hope at one time of leading "the other Germany" out of the darkness of Nazi control.

The second half of the book describes events in the form of acts in a Greek tragedy marching on to its inevitably disastrous and sinister end on September 3, 1939. It begins with the prelude of the wedding march of Field Marshal von Blomberg when Hitler and Goering were present as sole witnesses. When it became known that the bride had previously been inscribed on the police records and when Blomberg refused Hitler's request to annul the marriage, Henderson declares that the shock to Hitler's personal feelings and public prestige was enormous. This incident played an important part in the subsequent developments. As described by Henderson not only did it cost Hitler two of his most "moderate and respectable advisers"—Blomberg and Neurath—but the Ambassador writes there was reason to believe that it also radically changed Hitler's outlook on life and by shaking his faith in the loyalty of his followers accentuated his inaccessibility.

SAMUEL REBER.

A NAVY SECOND TO NONE (The development of modern American naval policy), by George T. Davis, Research Associate, Institute of International Studies, Yale University, Harcourt, Brace and Company, 1940, pp. 508, \$3.75.

At a time when modern sea power and its young and amazing relative, air power, are undergoing another test of effectiveness in the practical laboratory of a new European war, the appearance of the first authoritative study of the development of modern American "naval policy" seems peculiarly opportune. Mr. Davis is to be warmly congratulated for the scholarly and objective way in which he has traced in the first twenty-four chapters of his book the development of the American Navy from a miscellaneous collection of obsolete and obsolescent vessels in the eighties to an efficient modern navy "second to none."

The author argues that the naval hierarchy itself has been a powerful pressure group for the expansion of the navy and that naval officers have "not found it incompatible with their functions as professional public servants to take the issue directly to the people and to employ a highly developed technique of 'education' by means of the press and the numerous and influential military and patriotic societies of the nation." He states, moreover, that the following influences, points of view and motives have played a part in the formulation of policy: "personal interest in naval affairs, party politics, desire for economic gain, pork barrel considerations, patriotism, and differences in outlook on foreign affairs." Presumably the author makes no effort to list such influences in order of ascending or descending importance, but it is evident that Mr. Davis himself believes that the major influence for naval expansion derives from honest, if to him, sometimes mistaken advocacy.

Although perhaps implicit throughout the book, Mr. Davis makes no specific mention of what may seem to other observers the most important single influence in the rise of American naval power to first rank. That rise coincides almost precisely with the period of the rise of the United States from secondary economic and political importance to its present position as the industrial and financial giant among the nations

and with committed world interests. It is scarcely to be wondered that the responsibilities and necessities of a nation which assumes, or is forced to assume, a position of ever-increasing authority in the world, should lead that nation to maintain defense forces of the first rank. Moreover, in the years following the World War of 1914-1918, it is possible that irrespective of other influences any sense of rivalry with the British Navy has played a lesser part in forcing a development of the United States Navy than the realization that the cost of maintaining Britain's traditional two-power standard in terms of modern ships when, as now, competitive building of ships and airplanes by other powers has rendered such a navy prohibitive to Great Britain.

In his development of the rise of American naval power the author wisely limits himself, until the last chapter, to a historical and factual account of the increase in size of the navy or what he considers "naval policy." With certain exceptions, such as the relative strength of gun power, he avoids any discussion of the strategic and technical problems which also greatly affect "naval policy." However, without entering the controversy which has raged for some years with respect to the effectiveness of air versus surface ships, it cannot be denied that aviation already plays an extremely important role in modern naval warfare. Some more extended treatment of this possibly vital element of "naval policy" would accordingly have been valuable in any evaluation of modern sea power.

The author rightly attributes to the writings of Admiral Mahan a tremendous influence upon the development of the present American Navy as indeed upon the development of other navies. How-

ever, in his interpretation of Mahan's theories, it would seem that the author occasionally becomes confused. Obviously Mahan no more than any other military or naval historian or strategist was infallible nor was he able to foresee except in vague terms the general shortening of lines of communication and the development of modern naval, let alone air, power. However, the basic principles of strategy enunciated or rather rephrased by Mahan and applied to naval warfare remain as unal-

(Continued on page 352)

WORTH-WHILE BOOKS

THE AMERICAN STAKES, by John Chamberlain, Carrick and Evans, 1940, pp. 320, \$2.75.

One of the younger assayers of America outlines new promises of American life.

THE SPANISH ADVENTURES OF WASHINGTON IRVING, by Claude G. Bowers. Houghton Mifflin and Company, 1940, pp. 306, \$3.00.

An American man of letters and Ambassador memorializes his predecessor in Spain.

TROUBLE IN JULY, by Erskin Caldwell. Duell, Sloan and Pearce, 1940, pp. 241, \$2.50.

Caldwell, whose dramatized *Tobacco Road* has broken all records of the American stage, continues his naturalistic studies of the Deep South.



Official U. S. Navy Photo

Airships

By BROCKHOLST LIVINGSTON

MAN has always felt the urge to fly. Far back in history may be found evidence of his efforts to conquer the air. It remained, however, for a Frenchman named Gifford to build the first successful power-driven airship. This was in 1852. Other pioneers followed, a long line of men faithful to the belief that airships could be made to carry useful loads, to soar into the skies with the commerce of nations. To Count Zeppelin belongs the honor of successfully developing the rigid type of airship, the type which holds most promise as an instrument of commerce and of war. Other nations followed Germany's lead and the end of the last war found many airships in operation and the belief in their potentialities strong.

Prior to our entrance into the World War in 1917 we had done little with airships. A few of the non-rigid type had been purchased for the Navy Department. Our first rigid was the *Shenandoah*, completed in 1923 to an early German design. This was the first vessel to use helium as a lifting gas and its subsequent loss with relatively few fatalities proved the efficacy of a non-inflammable gas. The *Los Angeles* was acquired from Germany as part of the reparations payment in 1924 and has only recently been dismantled after many years of successful operation. Our own *Macon* and *Akron*, larger and more powerful than any airships built up to that time, were capable of long-range flights carrying a

complement of their own planes for defense and scouting.

Great Britain and Germany continued developing airships after the war but the former's experience was disappointing and operations were abandoned about 1930. Germany's accomplishments with the *Graf Zeppelin* and *Hindenburg* proved the possibilities of rigid airships as commercial carriers and the loss of the latter in circumstances never fully explained did not prove the vulnerability of the airship any more than the loss of any ocean vessel proves the vulnerability of such craft. It *did* show conclusively the danger of hydrogen as a lifting gas.

Airships are of three general types: Non-rigid, semi-rigid, and rigid. These terms are self-explanatory, indicating whether shape is maintained by pressure from within, or through the aid of a framework inside of which gas bags are placed to furnish the lift. A type not altogether within any of these classifications is the metal-clad airship which, although ostensibly a non-rigid due to the absence of framework, maintains its shape by virtue of its metal covering. We alone of the nations of the world have experimented with this type.

Most nations have built and operated non-rigid airships. Italy pioneered with the semi-rigid type and Germany has led in the development of the rigid airship. We have, at one time or another, operated all of these types. At the present time the

Navy is the sole custodian of our stock of airship knowledge and is, by inter-service agreement, charged with the development of rigid ships.

While more than three billion dollars have been spent on airplane development since the war, only a few millions have been expended on airships. Over 250,000 airplanes of literally hundreds of different designs and types have been built since the Wright Brothers first proved the practicability of airplane flight. In the same period less than 400 airships of all sizes have been built. In the United States only four large airships have been operated. Those who have faith in the capabilities of the airship believe that a fair trial has not yet been given the airship. The present Secretary of the Navy is credited with the statement that from the scrap

heaps of failures lessons are learned and, when applied, result in real progress. Our scrap heap of airship failures is not large.

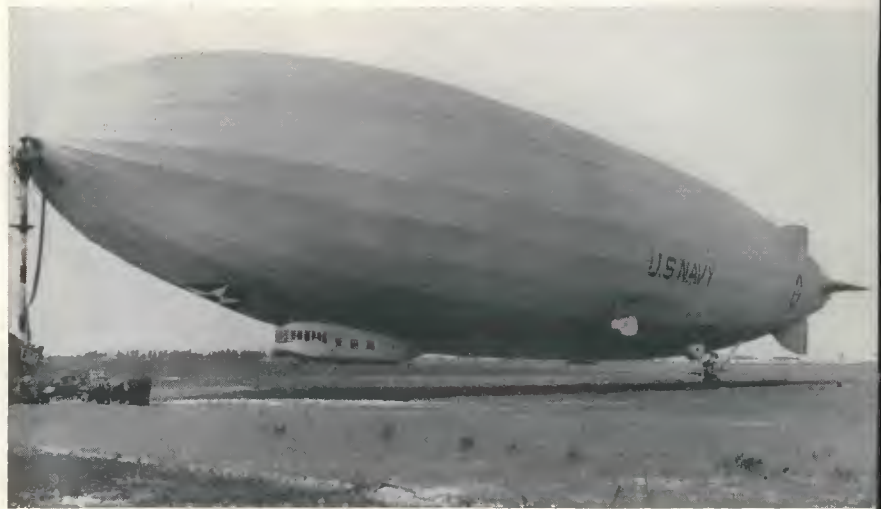
What is forgotten by most people is that there are two major branches to the science of aviation, that of lighter-than-air and that of heavier-than-air. They are not competitive but complementary. Developed as a whole, the one branch can serve the other, extend the usefulness of both, and provide a stronger arm of defense or a more fully capable means of transport. Critics of the airship point to Europe's neglect of such craft in recent years. What European nations do with regard to arms and means of transport is not necessarily indicative of what we should do. Their problems are different from ours. Airships are not adaptable to land warfare nor are they suitable for short flights such as those required between the countries of Europe. For communication between Europe and the Western Hemisphere, however, the *Graf Zeppelin* proved the value of the airship. Our own peaceful overseas transport may be handled in like manner and our naval defenses can be enhanced by the use of airships as patrol, scouting, and airplane-carrying vehicles.

There have been disasters to airships from a number of different causes but the greatest weak-

ness of foreign airships has been the necessity of using hydrogen as a lifting gas. Otherwise, the airship is not a particularly vulnerable craft although, of course, more so than a heavily armored war vessel, for instance. A private company operating a fleet of non-rigid airships in this country can report that over 300,000 passengers have been carried without a single passenger injury. Their ships have operated in all kinds of weather and away from their home bases, moored out to trucks for long periods in every type of climate encountered in this country. As one naval officer remarked: "The record they have built up is very impressive. What they are able to accomplish with a blimp operating out of a country fair field, based only on a mast projecting above a bus, is a remarkable demonstration of the mobility and practicability of blimp operations." With very limited facilities the proponents of lighter-than-air craft in this country have made great strides since the war. With our rare gift of the world's greatest known helium supply it is a pity we have not made greater progress. It is this helium that gives us an advantage over all other countries.

The outstanding feat of airships is undoubtedly the 1929 world flight of 20,000 miles of the *Graf Zeppelin* which amply demonstrated her airworthiness. This flight proved that craft of this nature could operate away from their bases for extended periods, carry pay loads, and fly their passengers in comfort. Up to the time of being placed out of commission in 1937 the *Graf Zeppelin* had made 590

(Continued on page 342)



Official U. S. Navy Photo

Courtesy The Leatherneck

The USS *Los Angeles* snubbed to the mooring mast at Lakehurst, N. J. This ship, ZR-3, was one of the safest means of air transportation known. Her cruising speed was 50 knots with a 3,500 (nautical) mile range without refueling.

Fifth Foreign Service Conference

By CECIL B. LYON, *Third Secretary, Santiago de Chile*

THE Fifth Foreign Service Conference was held in Rio de Janeiro from April 20 to 26 inclusive. In addition to the Honorable Jefferson Caffery, American Ambassador to Brazil, who acted as Chairman of the meeting, the following officers, representing for the most part posts in the East Coast of South America, attended: The Honorable Edwin C. Wilson, American Minister to Uruguay; Mr. Monnett B. Davis, Consul General, Buenos Aires; Mr. William C. Burdett, Counselor of Embassy and Consul General, Rio de Janeiro; Mr. Carol H. Foster, Consul General, São Paulo; Mr. Ellis O. Briggs, Washington, D. C.; Mr. Walter J. Donnelly, Commercial Attaché, Rio de Janeiro; Mr. Edwin P. Keeler, Agricultural Attaché, Rio de Janeiro; Mr. Marcel E. Malige, Consul and Second Secretary, Rio de Janeiro; Mr. Reginald S. Castelman, Consul, São Paulo; Mr. Archie W. Childs, Assistant Commercial Attaché, Rio de Janeiro; Mr. Edwin Schoenrich, Consul and Second Secretary, Asunción; Mr. James W. Gantenbein, Second Secretary, Buenos Aires; Mr. Robert Janz, Consul, Bahia; Mr. Ware Adams, Consul and Second Secre-

tary, Rio de Janeiro; Mr. Randolph Harrison, Jr., Consul and Second Secretary, Rio de Janeiro; Mr. Cecil B. Lyon, Third Secretary, Santiago; Mr. Guy W. Ray, Vice Consul, Porto Alegre, Rio Grande do Sul; Mr. Walter J. Linthicum, Vice Consul, Pernambuco, Recife; Mr. Philip P. Williams, Vice Consul and Third Secretary, Rio de Janeiro; Mr. Elim O'Shaughnessy, Vice Consul and Third Secretary, Rio de Janeiro; Mr. Roger L. Heacock, Vice Consul and Third Secretary, Rio de Janeiro; Mr. Theodore A. Xanthaky, Special Assistant, Rio de Janeiro; Mr. Rudolf E. Cahn, Vice Consul, Rio de Janeiro. Captain William D. Brereton, Jr., Naval Attaché and Naval Attaché for Air, Buenos Aires; Major Lawrence C. Mitchell, Military Attaché and Military Attaché for Air, Rio de Janeiro; and Lieutenant Commander Edwin D. Graves, Jr., Naval Attaché and Naval Attaché for Air, Rio de Janeiro, also attended.

The subjects discussed included problems presented by the War and Neutrality, the Political Relations and Foreign Activities of the countries rep-

(Continued on page 334)



First row, left to right: Captain Brereton, Mr. Foster, Hon. Edwin C. Wilson, Hon. Jefferson Caffery, Messrs. Davis, Briggs and Burdett. Rear: Commander Graves, Messrs. Janz, Malige, Lyon, Adams, Donnelly, Gantenbein, Castelman, Keeler, Major Mitchell, Messrs. Schoenrich, Harrison, Williams, Ray, Childs, O'Shaughnessy, Xanthaky and Linthicum.

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Foreign Service Changes

The following changes have occurred in the Foreign Service since April 6, 1940:

Frank P. Lockhart, of Pittsburg, Texas, Counselor of American Embassy at Peiping, China, has been assigned American Consul General at Shanghai, China.

David McK. Key of Chattanooga, Tennessee, Second Secretary of Legation and American Consul at Ottawa, Canada, has been designated Second Secretary of American Embassy at Rome, Italy.

Bertel E. Kuniholm of Gardner, Massachusetts, American Consul at Zurich, Switzerland, has been assigned American Consul at Reykjavik, Iceland, where an American Consulate will be established.

Edward G. Trueblood of Evanston, Illinois, Second Secretary of American Embassy at Santiago, Chile, has been assigned for duty in the Department of State.

Rolland Welch of Texas, American Foreign Service Officer, designated as Assistant Commercial Attaché at The Hague, Netherlands, has been designated Third Secretary of Embassy and American Vice Consul at Panamá, Panama, and will serve in dual capacity.

The following have been appointed American Foreign Service Officers, Unclassified; Vice Consuls of Career; and Secretaries in the Diplomatic Service of the United States; and they have been assigned Vice Consuls at the posts indicated:

Donald B. Calder, New York, New York, Zurich.

Lewis E. Gleeck, Jr., Chicago, Illinois, Vancouver.

Clark E. Husted, Jr., Toledo, Ohio, Naples.

Richard A. Johnson, Moline, Illinois, Barcelona.

M. Gardon Knox, Baltimore, Maryland, Vienna.

Alfred H. Lovell, Jr., Ann Arbor, Michigan, Montreal.

Lee D. Randall, Highland Park, Illinois, Marseille.

Byron B. Snyder, Los Angeles, California, Genoa.

Wallace W. Stuart, Greenville, Tennessee, Halifax.

Joseph J. Wagner, Jamaica Park, New York, Habana.

The following changes have occurred in the Foreign Service since April 20 1940:

David Williamson of Colorado Springs, Colorado,

Second Secretary of American Embassy at Rome, Italy, has been assigned for duty in the Department of State.

John B. Ocheltree of Reno, Nevada, Third Secretary of Legation and American Consul at San José, Costa Rica, has been assigned American Consul at Habana, Cuba.

Carlos C. Hall of Kingman, Arizona, American Consul at Cartagena, Colombia, has been assigned American Consul at Medellin, Colombia, where an American Consulate will be established.

David H. Buffum of Rockland, Maine, American Consul at Leipzig, Germany, has been assigned American Consul at Trieste, Italy.

Merritt N. Cootes of Ft. Myer, Virginia, Third Secretary of Legation and American Vice Consul at Port-au-Prince, Haiti, has been designated Third Secretary of American Embassy at Rome, Italy.

Wales W. Signor of Ypsilanti, Michigan, American Vice Consul at Melbourne, Australia, has been assigned American Vice Consul at Guadalajara, Mexico.

T. Muldrup Forsyth of Esmont, Virginia, American Vice Consul at São Paulo, Brazil, has been assigned American Vice Consul at Cartagena, Colombia.

The following changes have occurred in the Foreign Service since April 20, 1940:

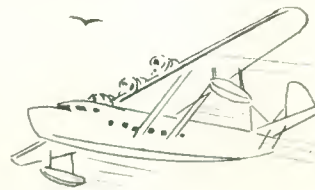
John D. Johnson of Highgate, Vermont, American Consul at Lyon, France, has been assigned American Consul at Salonika, Greece.

The assignment of Walter H. Sholes of Oklahoma City, Oklahoma, as American Consul General at Salonika, Greece, has been canceled. Mr. Sholes has now been assigned American Consul General at Lyon, France.

Louis H. Gourley of Springfield, Illinois, American Consul at Kobe, Japan, has been assigned American Consul at Harbin, Manchuria, China.

Samuel Sokobin of Newark, New Jersey, American Consul at Tsingtao, China, has been assigned American Consul at Kobe, Japan.

Paul W. Meyer of Denver, Colorado, American





The Consulate at Marseille celebrated the 40th anniversary of active service there of Mr. Allan MacFarlane. The party was given at Consul General Hurley's home and was followed by the presentation to Mr. MacFarlane of a personal letter of congratulations from the Secretary of State; a message from the Embassy, and the presentation at Consul Abbott's house the day following of a handsome inscribed cabinet from the Marseille staff.



Consul George M. Graves photographed hard at work.



Clare Timberlake and Harlan Clark wet a-skiing in Switzerland, sometime ago, and posed with their Swiss guide (center).

SERVICE GLIMPSES



Ambassador and Mrs. Weddell snapped on a sunny wind-blown Spanish day.

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Consul at Yunnanfu, China, has been assigned American Consul at Kobe, Japan.

Paul W. Meyer of Denver, Colorado, American Consul at Yunnanfu, China, has been assigned American Consul at Tsingtao, China.

Archer Woodford of Paris, Kentucky, American Consul at Maracaibo, Venezuela, has been assigned American Consul at Hamburg, Germany.

Bernard Gottlieb of New York, New York, American Consul at Trieste, Italy, has been assigned American Consul at Nuevo Laredo, Mexico.

Troy L. Perkins of Lexington, Kentucky, American Vice Consul at Shanghai, China, has been assigned American Vice Consul at Yunnanfu, China.

Joseph F. Burt of Fairfield, Illinois, Second Secretary of American Embassy at Mexico City, Mexico, has been assigned American Consul at Prague, Bohemia.

H. Francis Cunningham, Jr., of Lincoln, Nebraska, American Vice Consul at Vigo, Spain, has been assigned American Vice Consul at Berlin, Germany.

Hungerford B. Howard of Los Angeles, California, American Vice Consul at Shanghai, China, has been assigned as Language Officer at the American Embassy, Peiping, China.

BIRTHS

A daughter, Daphne Field, was born on March 7 to Mr. and Mrs. Theodore C. Achilles, in London, where Mr. Achilles is Third Secretary.

A son, Michael Vincent, was born on March 8 to Mr. and Mrs. Herbert Olds, in Rotterdam, where Mr. Olds is Vice Consul.

A daughter, Anne Lynette, was born on March 9 to Mr. and Mrs. Orsen Nielsen in Washington. Mr. Nielsen is Consul General at Munich.

A daughter, Heather, was born on March 25 to Mr. and Mrs. Donald D. Edgar, in Geneva, where Mr. Edgar is Consul.

A son, Randolph, was born on March 30 to Mr. and Mrs. Harry Clinton Reed in Quito where Mr. Reed is Vice Consul.

A son, James Otis, was born on March 31 (1:30 p.m. and accordingly just within the new census) to Mr. and Mrs. J. Bartlett Richards in Washington. Mr. Richards is on temporary duty in the Department of State.

MARRIAGES

Oakes—Bisland-Frederick. Mrs. Sarah Bisland-Frederick and Mr. Calvin Hawley Oakes, Consul at Calcutta, were married on February 21 in Manila.

Day—Griggs. Mrs. Martha Spencer Griggs and Mr. Henry B. Day, Consul at Sydney, were married of April 4 in New York City.

EDITORS' COLUMN

(Continued from page 318)

such diversified regions as South Dakota, Oklahoma, Minnesota, and Mississippi. Judging by the number of Californians who aspired to the tests, we may even be confronted with the possibility of a Los Angeles or San Francisco "clique" one of these days.

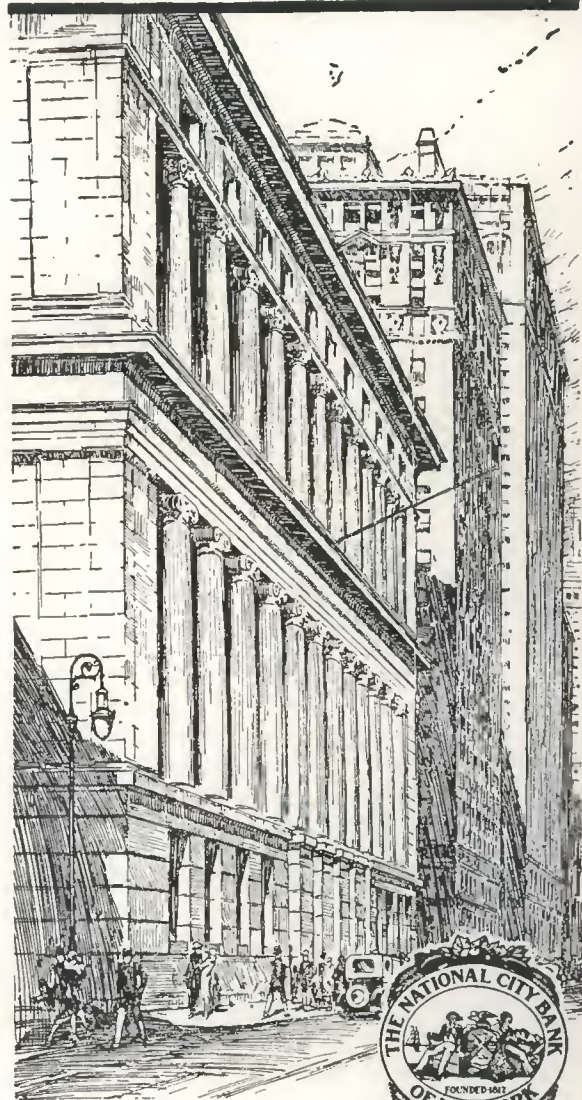
Other illuminating facts appear in these tables. Of the 850 commissioned officers listed in the latest issue of the State Department Register, all but 46 received training at an institution higher than a public or private school. While a college degree is thus obviously not a prerequisite for entrance into the service, the roster of career men who did not go to college is comparatively small. Certain institutions produce more Foreign Service officers than others. It will be noted, for instance, that 407—or about one half—of the college-trained men now in the Service come from twelve institutions. Nineteen institutions account for 157 more officers, while the rest are distributed among 187 institutions, each having from one to four graduates in the Service.

What conclusions should be drawn from these figures? It is evident that the Big Three—Harvard, Yale and Princeton—have sent the most men into the career, and that Harvard has until now maintained a comfortable lead. Probably it is only natural that these celebrated institutions, located in the region where interest in foreign affairs is very great, should supply a large part of the material from which our Service is built. In the same way, the states bordering the Atlantic may, in general, be expected to produce the greatest number of men whose eyes turn naturally abroad.

But the significant feature of the last exams is that the traditional Harvard supremacy has received a rude challenge. Not only have the Bulldog and the Tiger run away with the ball this time, but from every quarter comes determined competition. The day is past when members of the Service can be associated chiefly with one educational institution or, if present trends continue, with one particular part of the country.



JUNE, 1940



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FIFTH FOREIGN SERVICE CONFERENCE

(Continued from page 328)

resented, Social Nationalism. Commercial and Economic matters, Departmental Organization and Administration. Considerable attention was devoted to interpreting the present policy of the United States toward the American Republics and to the question of improving liaison between the Department of State and its field offices. Numerous suggestions were made as to how the latter might be accomplished and all agreed that it would be advantageous if officers in the field were better informed in regard to the Department's activities. It was suggested that the forwarding of divisional memoranda to the missions concerned might considerably improve the present situation.

In addition to the presentation of a considerable amount of material prepared for the Conference by

officers assigned to the Department and to the field, several speakers not connected directly with the Department addressed the meeting. These were Dr. Valentin Bouças, Secretary of the Federal Council of Economy and Finance of Brazil; Dr. Charles G. Fenwick, Delegate of the United States to the Inter-

American Neutrality Commission now sitting in Rio de Janeiro; and Captain A. T. Beauregard, Chief of the United States Naval Mission to Brazil.

A full social schedule had been arranged for the officers attending the Conference and unceasing hospitality was extended to the visitors by all members of the staff of the Embassy at Rio de Janeiro and their Brazilian friends. On April 20th the Ambassador and Mrs. Caffery entertained all the delegates and their wives at dinner

at the Embassy residence and on April 24th, Dr. Oswaldo Aranha, the Foreign Minister, gave a luncheon at the lovely Itamaraty Palace (the Brazilian Foreign Office) for the visiting officers,

PRIZE COMPETITION

Foreign Service Officers and their wives are reminded that the prize competition for manuscripts describing unusual, amusing or interesting experiences, closes on July 1, 1940.

In view of the difficulties of communication brought about by war time conditions, any manuscript received which bears a postmark prior to that date will be considered in the competition. The material should not exceed 2,500 words in length.

The competition is open to retired F.S.O's.

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On March 1, 1940, 464 lives were insured by the Association to a total amount of \$2,693,000.

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members of the Embassy staff and some thirty members of the Foreign Office staff.

The careful preparation which had been made for the Conference not only by the Embassy at Rio de Janeiro but by all the delegates enabled those attending to discuss adequately in the short period available a considerable number of the topics. A great amount of useful information was exchanged and personal contacts were established. However, as has proven to be the case previously, the most useful function which the Conference served is believed to be an intangible one—the opportunity afforded the attendants of exchanging views and of discussing each other's problems.

ORDEAL IN POLAND

(Continued from page 304)

hotel the faces of the officers were greyish-green with utter fatigue. However, the task was not yet finished, and tired as they were, a careful examination of all hotels and boarding houses was made in order that exact lists might be made of all American refugees, so that arrangements could be effected for their transportation to Berlin. After two days' rest in Konigsberg we officers proceeded by motor cars, again in a group, to Berlin which was reached on September 25th. The sight of our Chargé there, Mr. Alexander C. Kirk, and his officers was a pleasure we shall none of us ever forget, nor shall we forget the many and unfailing kindnesses we received at their hands. Two days later the refugees arrived and the officers were again busy assisting the Embassy officers in handling them and planning for their repatriation. The principal task was then ended. The officers began guessing what their next assignment would be.

The story of the group which remained through the further and still greater ordeal with Vice Consul Chylinski, is one which I am not competent to tell. Nor am I in a position to tell of the experiences of Vice Consul Morton who was captured and held by the Russian forces, or of the less dramatic but perhaps more grueling experiences of Consul Haering and the three Vice Consuls who returned to Warsaw after its capture and carried on there until the German government compelled the withdrawal of the Consulate General on March 20, 1940. The dangerous and gruelling trek of our popular Ambassador and his party across Poland to the Roumanian border is also another story—and a most dramatic one.

Wars may come, and wars may go, but the American Foreign Service "carries on."

JUNE, 1940

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TRANSATLANTIC WAR-FERRY

(Continued from page 315)

he sensed he was being shadowed on the docks of Naples by two *carabinieri*. This bearer of a Nansen passport puffed nervously at his cigarette, reached for another and another . . . then hied to his cabin. Presently a knock at the door. His heart in his throat, the Prince hesitated, then opened, only to be confronted by a *carabiniere*. "*Your Highness, you are zee Prince . . . ?*" "*Ye-es,*" shuddered the Russian. "*Scusi, but I remark you smoke zee American cigarettes . . . would you be so kind to geeve me one?*"

With my consular acumen for the extension of American trade, I could not resist depicting to the Prince the riches to be gained were he to send this testimonial to the manufacturers of an American cigarette not yet advertised in the FOREIGN SERVICE JOURNAL.

At Patras we were treated to the sight of precious oil spread upon troubled waters. Until this was effected it was impossible to debark upon small lighters several scores of Greeks who were being repatriated following their discharge from an unseaworthy vessel. (It all reminded me of the coffee-pot overturned on the best rug in the house. Never mind about the rug . . . but with coffee rationed at one and three-quarter ounces per month per person think of that thirsty carpet absorbing a ninety days' allotment without even a thank-you!)

I leave the beauties of the ports visited to be portrayed by the Foreign Service Officers concerned should they find respite from passport validation. We reached Trieste on the fifteenth day and fell into the sympathetic hands of Vice Consul and Mrs. Walter W. Orebaugh, recently the proud parents of a superson.

The 110 miles rail journey to Venice was without incident. The Consulate was exactly where I left it, but in the campaign to reduce the importation into Italy of scrap iron, the railing which in August skirted the narrow quay in front of the entrance had not escaped confiscation. Happily, however, there is now no American tourist whose misstep might otherwise deliver him to a watery grave!

NEWS FROM THE FIELD

(Continued from page 323)

ada. At the pub counter is a good place for American residents to ask Canadians where they come from, and how things are in Canada, and what they think the shooting is about over here.

There are their uniforms, and the Aussies' (cocked hats), and New Zealanders' Service hats like those the Americans wore in the World War—

and a thousand and one different British uniforms, from kilties to military police; and of a Sunday afternoon, one can see them strolling through Hyde Park with girls (often of the giggling variety), past the anti-aircraft battery and the Church Army hut—or listening to the speakers at the Marble Arch corner or the Park.

The soap box region functions, to all appearances, just as it did before the war—half religion and half politics. The religious speakers are of all kinds, from benignant looking Old Testament prophets with fog-horn voices, to rather tight-lipped glittering-eyed females who shrilly call on all and sundry to come and be saved, or else . . .! Socialists and near-communists speak nearby, and make pointed comments on certain matters, sometimes looking inquiringly and defiantly at the ever-present policeman or two on the outskirts of the crowd. Even there are Irishmen and Irish flags. . . .

Just now, of course, we're not noticing the weather and the Hyde Park crowds quite as attentively as we were before the Northern War broke out. In most of our offices there are maps, and little flags stick in; and we buy many newspapers, and spend a fair amount of time at critical junctures strolling in and out of the news ticker room. (That is where some 20 or 30 people gathered on September the 2nd, and one man read out the paragraphs of Mr. Chamberlain's speech as it came over, because everyone couldn't see the machine at once.)

We are a restless crowd here in London. . . . We haven't seen a thing happen, or even heard an anti-aircraft gun go off (perhaps we did once, very distantly, from down the Thames, when mines were being laid there)—but there is a war here, anyway, and we all feel quite confident of that. In conversation, movies, landscape, sky, blackout, etc., etc., it is ever present. And one even begins to meet people now who have lost relatives, or had them wounded.

WALTON C. FERRIS.

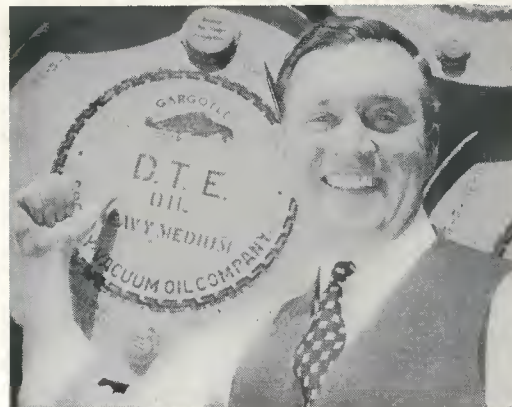
BORDEAUX

The first split in the Strasbourg staff occurred with the transfer of Consul Hasell Dick to Nantes. Consul Dick led the retreat from Strasbourg last September when the entire staff and families in three automobiles threaded a route along roads crowded with army equipment to Bordeaux. Filling in the gaps left by members of the Bordeaux staff who were mobilized or transferred the Strasbourg staff merged with that of Bordeaux and has remained until Mr. Dick's transfer.

Mr. and Mrs. Dick left Bordeaux for Nantes on March 27th, following a round of receptions and dinners tended to them by colleagues and members of the American colony who greatly regret their loss.

LAURENCE W. TAYLOR.

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Recent luncheon in Hong Kong given by the Sino-American Institute of Cultural Relations in honor of Ambassador Nelson T. Johnson, who appears second from right, with Consul General A. E. Southard, the Hon. Sir Shonson Chow, and Mr. Alfred Sze, former Chinese Ambassador to the Court of St. James and Washington.

SAN JOSÉ

The inauguration on April 7 of a new airport at San José, said to be one of the finest in Latin America, afforded an opportune occasion for further cementing the already close relations existing between the Costa Rican authorities and the authorities of the Panama Canal Zone. Major General Daniel Van Voorhis, Commanding, the Panama Canal Department, was invited by President Cortés to be present at the inauguration of the airport and accepted the invitation. In further line with the President's wishes, arrangements were made to send from the Canal Zone eighteen pursuit planes and seven bombers, bearing thirty-eight officers, so as to arrive over San José at the hour of the inauguration. The Costa Ricans have become accustomed to the sight of aeroplanes but the thousands of people who were present for the inaugural ceremonies had never before seen such a sight as this, twenty-five planes in the sky at once. Their arrival was thus greeted with much excitement, and satisfaction was expressed that the inauguration of the airport had been regarded by the American authorities as of sufficient importance to evoke this recognition.

CHARLES W. LEWIS, JR.

BATAVIA

Java, around on the other side of the world from Washington, is not often visited by persons of distinction, especially in these days of hazardous and uncertain travel. Consequently we were doubly

glad recently to welcome the Honorable Post Wheeler and Mrs. Wheeler (Hallie Erminie Rives), who stopped at Batavia en route to Bali. Mr. Wheeler, it will be remembered, retired in 1934 as Minister to Albania.

Our Vice Consuls here seem to have a special angel guarding them. Vice Consul Marselis C. Parsons recently flew to Australia and back on local leave. About a week after his return a *Knilm* plane, a sister ship of those on which he traveled to and from Australia, crashed in the sea just off Bali, killing eight of the nine persons aboard. Vice Consul Paul Paddock has just returned from a rambling cruise, also on local leave, up through the islands to Manila. While motoring from Cotabato to Davao in Mindanao, the car in which he was traveling somehow missed the road on a curve and tumbled down a mountain-side, turning over several times before coming to a rest as a tangled mass of wreckage. Paddock escaped with a bruised shoulder.

ERLE R. DICKOVER.

PARÁ

The U.S.S. *Rhind*, with Lieutenant-Commander G. R. Cooper in command, paid a visit to Pará. In celebration of the *Rhind's* visit there was much informal entertainment including a reception and buffet supper at the Consulate, a reception on board, a baseball game and an excursion to Chapeu Viarado Beach.

T. MULDRUP FORSYTH.



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NEWS FROM DEPARTMENT

(Continued from page 321)

David H. Buffum, Consul at Leipzig, sailed from New York City on May 4 on the S. S. *Washington* for Italy en route to Leipzig preparatory to proceeding to his new post as Consul at Trieste.

Henry B. Day, Consul at Sydney, accompanied by Mrs. Day, sailed from San Francisco on May 21 on the S. S. *Mariposa* for Sydney at the conclusion of his extended home leave and their marriage recently in New York.

George F. Scherer, Vice Consul at Mexico City, spent about 10 days in Washington, his home, in mid-April prior to returning to his post.

Clare H. Timberlake, until recently Vice Consul at Vigo, visited the Department for several days beginning on April 24 following his arrival in the United States by plane on April 12 from Buenos Aires, where he had been on a visit. He visited his home in Jackson, Michigan, for two weeks and then revisited the Department before leaving from New York City on May 16 for his new post at Aden.

John B. Ocheltree, who during recent months has been on temporary details at Caribbean posts, spent 60 days' home leave at his home in Westport, Connecticut, with Mrs. Ocheltree and their two daughters, eight-year-old Ann and four-year-old Lorinda. He visited the Department on April 25 and sailed with his family from New York City on May 1 on the S. S. *Monterey* for his new post as Consul at Habana.

Reginald Bragonier, Jr., Third Secretary and Vice Consul at Montevideo, accompanied by Mrs. Bragonier and their two-year-old son, Reginald, III, arrived at New York on May 11 on the S. S. *Argentina* from Buenos Aires. They visited Washington and then left to spend about one month with his family in Baltimore and the second month in Nantucket with the father of Mrs. Bragonier.

Kenneth C. Krentz, Consul at Canton, who has been on home leave recently in Chicago and elsewhere in the Middle West, began a temporary detail on May 6 in the Division of Far Eastern Affairs.

Lynn W. Franklin, Consul at Stockholm, accompanied by Mrs. Franklin and their four children, arrived at New York City on April 29 on the S. S. *Washington* from their post on home leave.

Paul T. Culbertson, Assistant Chief of the Division of European Affairs, planned to depart from New York City on June 1 on a Clipper plane for Lisbon to serve as one of four members of the American mission to the celebrations in Lisbon on June 22-30 commemorating Portugal's eighth centennial anniversary.

Harold L. Williamson, who was recently appointed Consul at Guatemala, concluded home leave on May 3 and entered the Division of American Republics for a period of consultation preparatory to his scheduled sailing from New York City on June 1 on the S. S. *Antigua* for his post. He and Mrs. Williamson have spent the greater part of their leave in New York City and in a very extensive motor tour to points of interest throughout Virginia.

L. Randolph Higgs, Third Secretary and Vice Consul at Helsinki, began a temporary detail in the Division of European Affairs on May 13, having been called in from home leave which he had been spending principally at his home in West Point, Mississippi.

Charles E. Bohlen, Second Secretary and Consul at Moscow, registered at the Department on April 29 following his arrival from his post. He spent several days in Washington and returned to Villa Nova, Pennsylvania, to resume leave.

William S. Farrell, until recently Third Secretary and Consul at Baghdad, who has been on temporary detail latterly at Cairo, arrived in New York City on April 17 on the S. S. *Excambion* from Alexandria. He visited Washington on May 3-19 and left to visit relatives at Asheville, North Carolina, and in Florida. He planned to visit Washington for 10 days in mid-June before sailing on June 17 from New York City for his new post at Baghdad, where he will serve as Second/Secretary and Consul.

Alfred W. Klieforth, Consul General at Cologne, arrived in New York City on May 13 on the S. S. *Manhattan* via Genoa from his post. He visited Washington for several days beginning May 15, and left to join his family in Wisconsin. He stated that he would return to Washington at the end of his home leave.

H. Earle Russell, Consul General at Johannesburg and First Secretary at Pretoria, accompanied by Mrs. Russell and their 17-year-old son, H. Earle Russell, Jr., arrived at New York City on May 5 on the S. S. *City of New York* from Capetown. They visited Washington for several days and then left to visit relatives and tour in the Middle West before returning to South Africa.

Fred K. Salter, until recently Third Secretary and Vice Consul at Tegucigalpa, arrived in Washington on May 7 by train from Brownsville, Texas, having arrived there by plane from his post. He visited the Department for several days and left to spend the remainder of May at his home in Sandersville, Georgia. He planned to visit Washington for two days in early June before sailing from New York City on June 6 on a Clipper plane for Lisbon en route to his new post at Frankfort on the Main.

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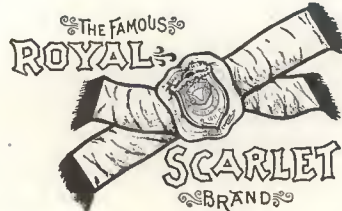
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Merritt N. Cootes, until recently Third Secretary and Vice Consul at Port-au-Prince, spent about three weeks in May on leave at his home in Alexandria, Virginia, and in studies at the Department prior to sailing from New York City on May 4 for his new post as Third Secretary at Rome.

O. Gaylord Marsh, Consul General at Keijo, accompanied by Mrs. Marsh, visited Washington for several days beginning on April 27 following their arrival at San Francisco on April 3 on the S. S. *President Coolidge* from their post. They left Washington on an extended trip to include Northfield, Massachusetts; Buchanan, Michigan; Seattle and Portland. They planned to sail from San Francisco on June 17 en route to Keijo.

Hooker A. Doolittle, First Secretary and Consul at Tangier, arrived at New York City on April 17 on the S. S. *Exhibitor* from Tangier accompanied by Mrs. Doolittle, and their daughters, Katherine, 18 years old, and Natalie, 14 years old. They visited Washington in late April and early May before visiting relative and friends in New England, New York, and Baltimore.

AIRSHIPS

(Continued from page 327)

flights, including 144 ocean crossings, carried 40,250 persons, 100,500 pounds of mail and 134,800 pounds of freight. This seems rather good evidence of what the commercial airship can do. Let us look on the other side and examine the record of airships in war.

We are apt to dwell too much on the Zeppelin raids over England during the last war and conclude that that is their principal purpose. These raids were not a strictly naval use of the airship and represented only about 10 per cent of the total employment, the remaining 90 per cent having been on strictly naval missions such as scouting, patrol, etc. The outstanding feat was the flight of L-59 from Jamboli, Bulgaria, with 14 tons of small-arms ammunition and medical supplies for the besieged German East African colonies. Clever Allied radio misinformation caused the ship to turn about just short of delivering her cargo. Such expeditionary uses of airships might well turn the balance in a future war. No airplane yet devised can match the airship in carrying capacity.

Even though the German Zeppelin raids on England were stopped the British went on developing their airship service and by October 31, 1918, they had definitely decided to keep in commission a total of 201 of which 11 were to be of the rigid type.

Admiral Jellicoe, the British commander at the Battle of Jutland, wrote to our Admiral Sims after the war of his "firm belief in the value of Zeppelins for naval purposes." Authorities agree that the Germans owed their escape from that battle to their airships.

But the large rigids were not the only type that gave a good account of themselves. As I have mentioned, most nations in the late war built and operated non-rigids, or blimps as they are more commonly known. These proved to be ideal craft for patrol and their record is an enviable one. During the last seventeen months of war British airships sighted 49 submarines and attacked 27 of them. In this same period 9,059 patrols were undertaken involving 59,703 hours and 1,496,005 miles; more than 2,000 vessels were successfully convoyed, and

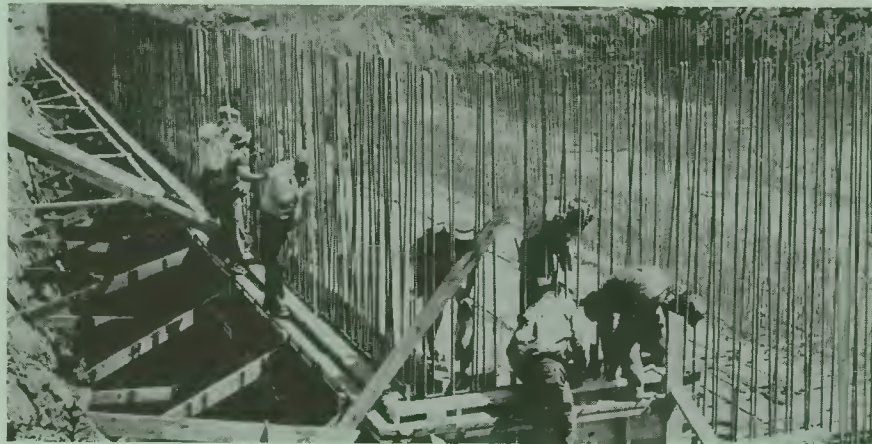
134 mines were sighted and destroyed. In 1918 there were but nine days when bad weather prevented British blimp operations. Most important of all, however, was that the British airship service lost only 48 officers and men throughout the entire war. For much of the work that was undertaken by airships in the last war high-speed airplanes are unsuitable, as speed works against accuracy. The airship has an optical advantage in being able to hover while watching suspicious objects.

We have made much progress since the flames of the last conflict died down and a staunch little band of Navymen has endeavored to keep us up to date in the airship field. Many have died in the creation of that scrap-heap of failures which progress entails but those who remain have not been daunted in their faith in the capabilities of the airship.



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THE 1940 CENSUS

(Continued from page 312)

in the tabulation work. Some were designed in the Census Bureau's own shops, where staff inventors have made many improvements in the field of mechanical tabulation. Others, to take care of the year's flood of census reports, have been rented for the census period.

The 1940 census, the greatest fact-finding drive ever conducted in the nation's history, is a perfect example of democracy at work. The questions were suggested by the public. The public furnished the information. And, finally, this information will be returned—in the shape of statistical tables—to those who furnished the original material to use as they see fit.

ENGLAND AND FRANCE IN WARTIME

(Continued from page 310)

stormed the train. They came like the charge of the savages in the settlers' last stand. It would have been manifestly indecent to hold a compartment for three people when there were others sitting on the corridor floor.

We arrived at Paris about midnight. A policeman got me a taxi, which was something of a feat, and I took the ladies to their hotel and continued to the Travellers Club myself.

Paris is not so dark as London. There were more and brighter lights visible. I understand that in Paris all the electricity is cut off in case of an alarm but that in London the interiors will be left lighted.

One of the last things I bought in America was a flashlight; it was not only useful but most envied. All the shops both of Paris and of London are entirely sold out. You can't buy new batteries for replacements.

On Sunday morning I telephoned to several friends but they were all at their country places or mobilized. Guy de Robeck, a very old friend of mine, who went through the last war as an artillery officer, is once more a major; his wife has turned the chateau near Angers into an asylum for refugees as has her daughter-in-law the one near Rouen. Their son is a lieutenant at the front. My American friends, except those actually engaged in business in Paris, had very wisely skipped.

I walked down the Champs Elysées to the Concorde where the Chevaux de Marly were being boxed in with heavy frames which were then filled in with sandbags. French sandbags, by the way, are considered larger than the English.

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They have put a scaffolding to hold sandbags around the Obelisk and have covered up the statues in front of the Opera. The Café de Paris was closed and so was the Griffon so I blew around to La Rue where I found Whitney Warren and Tom Slidell. I joined them and after lunch drove to Versailles where I saw the Simons.

In the Bois there are large direction sigus marking the routes decided on for evacuation. Along the Avenue du Bois—now Avenue Foch—there are little holes about four feet wide and ten long leading down to underground shelters. I understand that in the event of a raid it is compulsory to enter one of the abris indicated by the government but I must say that I would rather take my chance above ground and certainly if I were along the Avenue du Bois I should be inclined to duck in among the shrubbery where I could hide from the police.

In Paris about half the people carry gas masks, which is a somewhat greater proportion than in London. The average in London was about three out of ten and it was five in Paris. The French gas masks are issued in metal cylinders somewhat larger than ginger snap boxes. In Paris, as in London, a good many people leave their masks at home and use the cases to carry papers in.

The bigger shops in Paris are open and prices do not seem to have risen very much but a very large proportion of the smaller shops run by their proprietors have been closed during the war or at least during the period of mobilization, after which they may get assistants to help carry on.

The restaurants are mostly closed. The organization which controls the Café de Paris, Armenonville and Fouquet only keeps up the last and even at that has not maintained its standard. I lunched a second time at La Rue, where I had to wait to get a table but was told that I could not reserve a place for dinner as they did not have enough cooks to keep open all the time so they closed after lunch. La Rue also has since closed completely. I noticed on the Avenue de l'Opéra the old German tourist agency which still had an enormous electric sign "Allemagne"; the windows had been covered with white-wash but had not been broken in any demonstration.

I left Paris on a train leaving the Gare d'Austerlitz at 9 o'clock on the morning of Friday, 22nd September.

At Bordeaux I was met by a representative of the Consul who told me that though they had received my telegram asking them to reserve a room the day before, it had been impossible to do so and Consul Waterman gave me a room in his house which was very kind of him.

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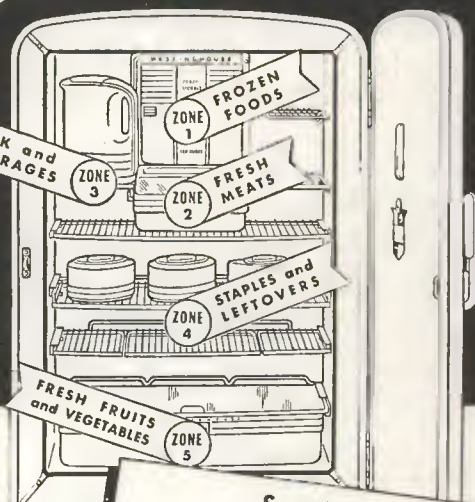
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The Consulate was buzzing like a beehive with a stick in it. Every room to let in the city was occupied by an American refugee, a great number of whom had gone to Havre and had then been sent down to Bordeaux when the American lines changed their port of embarkation.

The French organization was far from complete and the Consul was terribly worried by contradictory orders coming from various authorities. Just before I arrived he heard that all private cars going down to Verdon, where the *Manhattan* and the other transatlantic vessels were docked, would have to go in one party, chaperoned by a consular official. It was manifestly impossible for him to get in touch with every American in the city who owned or who had hired a car, in the short time at his disposal. When he explained this to the French authorities they cancelled the order for the occasion.

I saw Burrall Hoffman and his wife. He was going down the next day on the *Manhattan* and she was to accompany him in their car. She offered to send me down to Biarritz where the car was going after she had left her husband on the boat, which she expected to do early in the afternoon and to return to the Consulate at 3 o'clock which would have given ample time to reach Biarritz by daylight. The crowd was such that it was impossible for her to arrive at the consulate before five. I then started off over the best and fastest road in France to Bayonne, but even with a Cadillac it was impossible to get there before dark. Both in France and England it is against the law to use headlights so we had to proceed slowly during the last part of the trip. It was about eight o'clock when we arrived at the Hotel des Roches at Biarritz where I was to spend the night. Biarritz like all the other parts of both England and France is completely blackened out. I can see no reason for this except the fear that hostile planes may fly over from Spain—which idea was scouted by our embassy at San Sebastian. It seems perfectly manifest that no German air fleet in its senses would go to Bordeaux and nothing could please the French more than to have them there cut off from their base and forced to return through all the French defenses which would be amply warned.

The next day, Saturday, September 23rd, Eleanor Mortimer Furlaud drove me to the frontier from whence I took a taxi to San Sebastian and arrived at the embassy finding to my regret that the ambassador was off on a motor trip to a conference with government officers. I reported to Mr. Scotten who was in charge and who very kindly gave me lunch and dinner. I left San Sebastian by the Sud Express at 10 in the evening and arrived at Lisbon at 6:50 on the evening of the next day, Sunday, the

24th September. The train, which is supposed to be the finest in Spain, was composed of an engine, a small baggage car and two very old-fashioned sleeping cars. It lumbered over Spain at a rate which often fell below twenty miles an hour and as far as I can judge never exceeded thirty-five. There was of course no dining car. I got out at one of the stations and noticed that the tracks were not what we would call railroad tracks at all, they were trolley tracks and not particularly heavy ones at that.

It would be quite impossible to utilize this railroad as a serious freight carrying agency for sending supplies into France. Either heavy or fast trains would finish the road bed in short order.

The Spaniards have adopted a simple, easy and cheap though probably inefficient method of handling their public works and preparing the fortifications of their country. They seem to have enslaved a very large proportion of the republican soldiers who have surrendered and after having shot the more intelligent put the rest to pick-and-shovel work. I saw bands of these unfortunates at work on the short roads between Hendaye and San Sebastian. Apparently most of this forced labor is being used for the preparation of defenses on the French frontier; as far as I know the French have not spent a centime on their own Pyrenean fortifications.

During my whole trip I was very much impressed by the spirit of the people both in France and in England. I talked to as many as I could and of all classes. One and all seemed absolutely determined to continue the war until Hitler was finally beaten. The attitude of the English is well described by a phrase in "Marginal Comment" a new book by Harold Nicholson, who interviewed some British territorialists who told him "We don't want to fight for anything in particular, we want to fight Hitler." (Page 181.)

Quotation from a letter received by the American Consulate General, Munich, Germany, on February 20, 1940:

"Enclosed you will find the three copies of report of Birth of our Son. But by reading them L noticed that you stated in this report, that we are Caucasians. Therefore J changed this before J signed them, as we are no Caucasians but white."

COVER PICTURE

The S. S. *Washington* photographed on its Genoa-New York trip April 20-29. The ship crossed with full flood lights displaying its name, flanked by American flags painted on the side. Photo of the United States Lines, received by the JOURNAL through the courtesy of Consul Lynn W. Franklin, a passenger on this voyage.

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IN MEMORIAM

CHARLES A. CONVERSE

The news of the death of Consul Charles A. Converse in Washington on April 14, 1940, came as a great shock to his colleagues and many other friends in London, where he served during the last five and a half years of his life, except for a month at Manchester just before his last illness.

During that period he handled at one time or another nearly every type of work done at the Consulate General, and acquired a broad background knowledge of this country and its people. His qualities of leadership and self-sacrifice were put to particularly good account during the evacuation of some 12,000 Americans from the United Kingdom in the fall crisis of 1939, when he took a major part in the work of the Emergency Organization of the Embassy.

He will be most remembered in London, however, for his great gift for friendship, and his kindness and thoughtfulness to all with whom he came into contact. He and his wife will also be affectionately remembered for the hospitality of their London home, where their many friends, old and new, found a highly representative example of the best type of American family life.

To his widow and children, his London colleagues and friends wish to extend their deepest sympathy.

J. G. E.

EARL CHRISTOPHER SQUIRE

Earl Christopher Squire, American Consul at London, died at his post April 16, 1940, after a career in public service of nearly 20 years, in which he served with distinction three Departments of Government—Agriculture, Commerce and State. Before entering public service he was a successful business man.

After having served as efficiency man for a large company in Chicago, he was first Export Manager and then went to Europe to reorganize their foreign connections at the close of the war. In 1920 he resigned from the company and opened up his own office in London, handling the accounts of several American companies on a commission basis.

In 1921 the Secretary of Agriculture, Mr. Wallace (father of the present Secretary of Agriculture), invited Mr. Squire to make a survey of Europe with relation to the markets for American meat production. After acting in that capacity for a year, in 1922 he was instructed by the Department of Agriculture to go to Berlin and organize an office for that Department there.

In 1924 Mr. Squire was appointed Trade Commissioner of the Department of Commerce and opened a new office for the Bureau of Foreign and Domestic Commerce at Hamburg, Germany.

In 1927 he was appointed Trade Commissioner at Sydney, Australia, and for 11 years was in charge of the office of the Department of Commerce there and became known as an authority on the economy and commerce of Australia.

He acted as Commercial Attaché in Warsaw, Poland, from the beginning of November, 1938, to the close of the fiscal year 1939 when he was transferred to London. Thus fate willed it that he closed his life in London where 18 years before on June 10, 1922, he had married Elizabeth Crosse at St. Martin-in-the-Fields Church in London.

He is survived by his wife, Elizabeth, and his son, Anthony, and daughter, Rosemary. He leaves a wide circle of friends especially in Australia where he was very popular and his comrades in the service throughout the world mourn his departure.

His broad knowledge of international economic relations and his alertness and energy made him a valuable public servant. His superiors knew him as a loyal and efficient officer on whom they could depend and his wife and children may be proud of the record of public service which he left behind.

A. V. D.

HYMN OF HATE

My soul cries out, create! create!
Some song to drown this hymn of hate;
This hymn of war; this hymn of hell;
This symphony of bursting shell;
Of agony, and burning flesh;
And death, and death, and death, and death!

My soul cries out, devise, compose!
Some simple tune to drown our woes;
A song of peace; that hearts may beat,
Without the fear of marching feet;
Of darkened skies, and gasping breath;
And death, and death, and death, and death!

My soul cries out make haste! make haste!
Before the hymn of hate makes waste
This lovely spot; this garden still,
Where men may go and come at will;
Where women dream and children play;
Oh God! do not take these away.

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THE BOOKSHELF

(Continued from page 325)

tered today as they have since the days of Salamis. It is consequently disappointing in as objective a book as that of Mr. Davis to see the effectiveness of the offensive in naval warfare put in question because of the failures of "the armadas by which Spain attempted to carry the war to the enemy in 1588 and 1898, and the Russian armada which circumnavigated the globe in 1905." While there may be good reasons also for doubting the effectiveness of the offensive in modern land warfare, they cannot be found in Napoleon's defeat at Waterloo or in McClellan's failure in the Peninsular Campaign.

Indeed, it is only in the last chapter of Mr. Davis' book, where he departs from his objective and non-technical discussion of the development of American sea power, and gives expression to his own opinions that the author gives the reader grounds to differ. With many of the author's conclusions one must agree, but with others it seems that he has insufficiently buttressed his opinions in the development of his facts.

However, one cannot be but impressed with the masterly way in which Mr. Davis has raised the issue with respect to the eventual aim of our naval policy. He states:

"Specifically for what aims would this country be willing to give its blood and treasure? . . . In these rough and tumble times, we cannot permit ourselves the luxury of basing vast social outlays and dangerous diplomatic maneuvers upon vague ideas about 'defense' and the 'American way of life.' Specifically what do we want to defend?"

"It is clear that on foreign affairs the American people have not achieved clarity in their own convictions. They are torn between the influence of isolationist tradition and the realization that the power and importance of the nation make 'splendid isolation' morally impossible."

That the Navy itself is concerned on this point can scarcely be denied, since it is no secret that a substantial portion of the period of instruction at the Naval War College is concerned with analyses of national policy as distinct from its instrument, naval policy.

It seems inescapable that what the author has really led up to is the necessity for adequate and dynamic civil control not only over naval policy but over our entire national defense policy. The underlying principles of our Government have always pointed toward civil control of the military and naval forces and any departure from such principles must rightly be viewed with alarm. Specifici-

cally what is needed is some means whereby, upon the advice of the best available naval and military professional competence but with the power of decision remaining unaltered in the civilian element of the Government, consideration will be given to the defense needs of the nation as a whole. A definition of national defense policy and the formulation of recommendations to the Chief Executive for the carrying out of this policy is a clear requisite today.

SELDEN CHAPIN

THE SUEZ CANAL, by Hugh J. Schonfield, Penguin Books Limited, pp. 179. 6 pence in England, \$0.25 in U. S. A.

In recent years there has been a remarkable development in the publication of books in inexpensive editions. Tauchnitz was the leader in the publication of English books in cheap editions on the continent. Dent followed suit with the Everyman Library. Since the first World War the movement has spread both in the United States and abroad. In this country we have the remarkable values in the Modern Library Edition, Modern Age Books, Blue Ribbon Books, Triangle Books, Pocket Books, Illustrated Edition and so forth, while abroad there are the distinguished volumes issued in the Albatross Library, the Oxford World Classics and many others.

Of these all perhaps no greater value is available in a wider variety of titles than the reprints of famous books, as well as new books published for the first time, in the Penguin Publications. The books are in paper cover, are easily slipped into a pocket or bag and make ideal traveling companions.

Although by no means a pretentious work *The Suez Canal*, one of the most recent Penguin Specials, is an interesting addition to the few titles in English on that international waterway.

A few of the outstanding titles in the Penguin list, which is constantly being added to, include: William Faulkner, *Soldiers' Pay*, his first and perhaps one of his greatest works; E. M. Forster, *Passage to India*; Tchekov, *Tales*; H. C. Armstrong, *Grey Wolf* and *Lord of Arabia*; Liddell Hart, *Foch*; Cherry-Garrard, *The Worst Journey in the World*; Herman Melville, *Typee*; Lady Bell, *The Letters of Gertrude Bell*; Roger Fry, *Vision and Design*; J. B. S. Haldane, *The Inequality of Man*; Sir James Jeans, *The Mysterious Universe*; P. Kropotkin, *Mutual Aid*; and that classic of travel and adventure by C. A. W. Monkton, *Some Experience of a New Guinea Resident Magistrate*.

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THE UNITED STATES OF EUROPE, by Alfred M. Bingham, Duell, Sloan and Pearce, pp. 336. \$2.50.

War aims and peace aims constitute the daily fodder of the newspaper reader today and there are few literate Americans who have not at least mentally redrawn the map of Europe on some quiet Sunday morning. Peacemaking, however, suffers like warmaking from a lazy preference for stereotypes. The new Europe is envisaged on the pattern of 1919 as involving primarily the overthrowing of autocrats and the liberation of peoples. Only a rare student like Mr. Bingham has the industry and the fortitude to diagram the institutions which could replace the autocrats and realize the liberation.

His book is the most thorough and competent exposition which has yet appeared in this country of the new order which might emerge in Europe and the world after the present war is over. Although the mere concept of European federation and world cooperation may seem a dream to the skeptic, this author has been at great pains to moor his design to reality by projecting into the new order all the pertinent organisms which already exist in various stages of infancy or adolescence in the old order. He proposes to utilize all the creations of international business and finance, of the League of Nations, and of the modern administrative state as prototypes in the establishment of some degree of political and economic unity in Europe. He is willing to accept a minimum program which would be palatable to the powers and interests that might remain after several years of war, without insisting as so many do that those powers and interests be blown to kingdom come to make way for Utopia. He will deal with Fascist or Communist governments if such governments are still in power at the time of peacemaking; he will tolerate a totalitarian economy in one part of his federation and a liberal economy in another; he will accept the maintenance of tariffs and trade restrictions between the parties to his federation; he will permit national as well as international armies to continue in being; he will stomach all these contradictions because they are all stubborn facts and because he believes that time and time alone can reconcile them.

What he does insist upon is: first, that the army of the European federation be stronger than any conceivable combination of European national armies and that the armament of the component nations be subjected to federal inspection and control; second, that a federal parliament with sovereign powers in limited fields be set up to keep the peace and to serve as a nucleus and symbol for the centripetal forces on the continent; third, that existing international economic agencies, such as the Bank for International Settlements, be expanded in scope and powers and that new ones, such as a European



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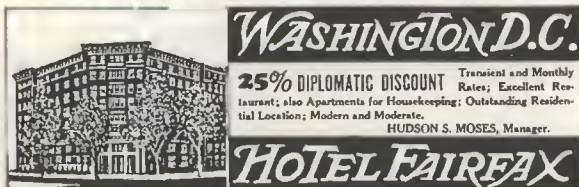
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Reconstruction Administration, a European Investment Agency and a European Trade Commission, be created for the purposes which their names suggest; fourth, that all colonies of European nations which are not ready for self-government be mandated to the federation and administered by officials drawn from all European nations and trained in a federal school; and, finally, that the United States of Europe shall participate in some looser and more elementary organization embracing the whole world which, without being as ambitious as the late lamented League, shall yet keep open the channels of cultural and economic exchange among all the peoples of the earth.

These few paragraphs can only begin to suggest the fertile fields of speculation opened by this book to all readers interested in international affairs and, indeed, in the future of homo sapiens. It really should not be missed.

CHARLES W. YOST

VISITORS

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

| | <i>April</i> |
|--|--------------|
| Elvin Seibert, Bangkok | 12 |
| David M. Clark, Lima-Callao | 12 |
| George F. Scherer, Mexico City | 13 |
| Henry B. Day, Sydney | 15 |
| Lloyd D. Yates, Montreal | 17 |
| Ernest L. Eslinger, Halifax | 17 |
| Hugh S. Miller, Yarmouth | 18 |
| William O. Douglas, Gibraltar | 18 |
| Julius Wadsworth, retired | 19 |
| Hooker A. Doolittle, Tangier | 22 |
| Ruth M. Cooper, Toronto | 22 |
| Claudia Cahill, Habana | 22 |
| Harold M. Williamson, Guatemala City | 23 |
| Clare H. Timberlake, Vigo | 24 |
| Edward S. Crocker, Tokyo | 24 |
| Andrew Gilchrist, Prague | 24 |
| J. William Henry, Lisbon | 26 |
| O. Gaylord Marsh, Keijo, Chosen | 27 |
| John Farr Simmons, Ottawa | 29 |
| Charles E. Bohlen, Moscow | 29 |
| George L. Brist, St. Stephen | 29 |
| Henry T. Dwyer, Agua Prieta | 29 |
| Bertel E. Kuniholm, Reykjavik | 30 |
| John G. Riddick, London | 30 |
| Robert Y. Brown, San José | 30 |
| Joseph E. Maldonado, Santiago de Chile | 30 |
| | <i>May</i> |
| David H. Bnfum, Trieste | 1 |
| James J. Murphy, Jr., Rotterdam | 1 |
| Thomas D. Davis, St. John, N. B. | 2 |
| Rudolph Hefti, Sofia | 2 |
| William R. Morton, Warsaw | 2 |
| Clarence E. Gauss, Shanghai | 3 |
| Lynn W. Franklin, Stockholm | 3 |
| William S. Farrell, Cairo | 3 |
| Jones R. Trowbridge, Moscow | 4 |
| Philip Raine, Guatemala City | 4 |
| Kenneth C. Krentz, Canton | 6 |
| Kathleen D. O'Shaughnessy, Istanbul | 6 |
| Fred K. Salter, Frankfort-on-the-Main | 7 |



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