

The **AMERICAN**
FOREIGN SERVICE
JOURNAL

VOL. 17, NO. 8

AUGUST, 1940



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AUGUST, 1940

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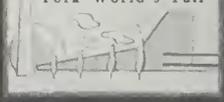
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THE AMERICAN FOREIGN SERVICE JOURNAL

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VOL. 17, No. 8

WASHINGTON, D. C.

AUGUST, 1940

American Aviation Spreads Its Wings

By T. N. SANDIFER*

STATISTICS that get into headlines about the American aviation industry today are likely to convey an impression that is only partly correct; that it is exclusively a war-born activity, with all the limitations implied in such a term.

Forty per cent of the 10½ billions of dollars appropriated by Congress for expenditure during the fiscal year which began this July 1, are earmarked for national defense, and of this apportionment, a very considerable part will go for aviation production for the American Army and Navy, and for aviation activities necessitated by the program called for by President Roosevelt. 50,000 military and naval aircraft, and a production capacity of 50,000 planes annually.

The supplementary defense appropriations recently passed appropriated for, or authorized 10,000 aircraft for the United States Navy, and 5,556 airplanes for the United States Army. This compares with a plan of little more than a year ago, calling for 2,566 Army airplanes and 4,500 for the Navy.

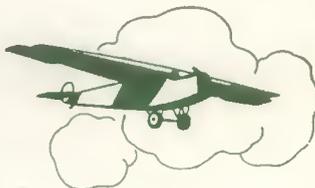
To man this air armada, the Army has embarked on a training program contemplating a turn-out of 7,000 fighting pilots annually. On this schedule the War Department has just announced an expansion of its training facilities by which, every five weeks

beginning in November, 1,292 carefully selected youths will begin the standard Army flight training course, where, up to last May when progressive expansion started, only 300 men were beginning training each 6 weeks.

The Navy Bureau of Aeronautics has submitted to Congress an expansion plan providing for training annually 9,600 flying cadets, toward an objective total of 25,000 personnel for the Navy air service. This compares with a total of 1,169 trained naval pilots produced under the previous program launched in July, 1935.

The Civil Aeronautics Authority is now turning out 250 pilots per day, with proper certificates, some 10,000 having been trained and certificated in the past year. This training system is being expanded to give preliminary training to 45,000 new pilots by July 1, 1941, and is correlated with Army and Navy flight training basic requirements so that approved students may continue under the programs of these services.

Besides the huge sums and the intensive activity making up this effort, which is solely for American national defense, the best available sources indicate that the Allied purchasing missions in the United States have placed orders for 8,500 American aircraft, which orders ultimately may total \$1,000,000,000. Up to mid-May such orders had actually reached \$650,000,000.



*The author is a Washington correspondent and feature writer who has specialized in aviation, military and naval subjects. He formerly covered the State Department for press associations.

A very considerable part of the American private aviation production capacity is therefore obviously being devoted at this time to military orders, either for the United States or for approved purchasers abroad. To this extent there is a war boom.

When it is recalled that until the first rush of war orders from abroad, and the first impetus of an expanding national defense program, the private aircraft manufacturing industry was barely marking time, this characterization of present activity seems even more justified. Space precludes details of the plant expansion taking place today, beyond the statement that the majority of existing airplane manufacturers are expanding their facilities as rapidly as possible. There is a corresponding spurt in employment in the industry, helped by the fact that sub-letting of contracts is a growing phase of this activity.

This past June, according to the vice president of a large corporation which annually surveys employment opportunities for June graduates, aviation provided the fifth largest number of steady jobs for youngsters finishing college and high school.

Despite this flourishing condition, it is safe to say that the manufacturers who have up to this writing, probably exported up to 2,400 combat airplanes to warring Europe, wish that these shipments had been aircraft for commercial use. They wish that all their production was on commercial aircraft, because experience dating from the first World War has taught them that production for commerce is the one sure foundation for their business.

The industry which thus has entered a war boom actually represents the product of more than twenty years of fairly steady development. During this postwar era the United States government spent hundreds of millions, not only for direct military aviation production, but on airlines, airports and

airways, and for research. The American public has put hundreds of millions of its investment funds into the industry, and there is every indication that what held public interest during this stage was not aviation's wartime possibilities, but its economic usefulness.

The industry's reluctance to get away from this primarily peaceful status is indicated by the conservative approach it has taken to demands for expansion of its facilities. Aviation men have been caught before with over-expanded plants and personnel and there is a widespread fear in their minds today, of winding up the present spurt in the same way. Much of the expansion to date has been financed by the foreign purchasers for whom expansion has been necessary. Much of any further expansion, it has been indicated, will be safeguarded against future contingencies, by Government provisions for moderate taxation and liberal amortization practices, where it is not, in fact, financed by Government agencies.

However, for those who have been living abroad, as many readers have, and have seen the manifestations of the first aerial war of history, it may be reassuring to say that the dominant belief of the industry's leaders is that it can, within a remarkably short time, meet fully any practical demands for defense. There are conflicting estimates of course, as to actual production capacity today, but it has been reliably indicated to be approaching 24,000 planes per year for combat purposes. For comparison, America, at the close of the first World War, was producing airplanes at a rate of 23,000 per year, England 41,000 machines after four years' effort, and France, 31,000.

Glenn Martin, pioneer American manufacturer, whose plant is now producing for both England and the United States, recently told a gathering at the National Aviation Forum in Washington, that



Huge plant of Consolidated Aircraft Corporation, with no building over five years old, sees tremendous additional building. Steelwork in foreground will cover final assembly operations. Entire plant yard will be paved. Thirty per cent of operations may be conducted out of doors

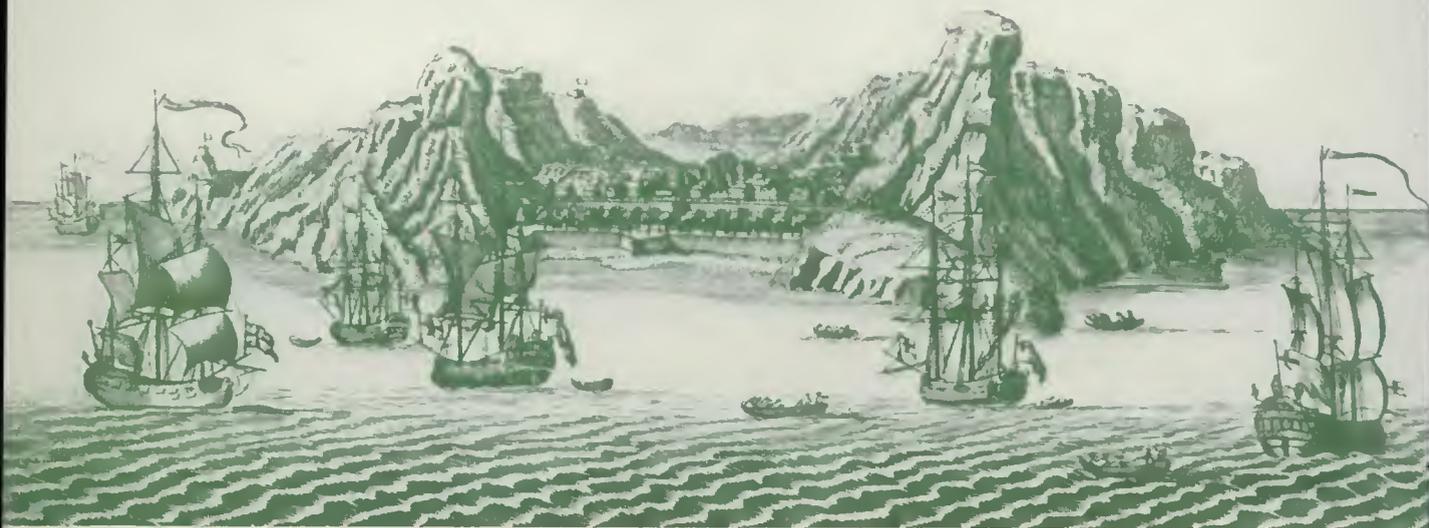
BEHIND THE SCENES WHERE BOEING STRATOLINERS ARE BUILT
Upper, three more high-altitude transports will follow closely the delivery of the first Boeing 307-B Stratoliner to Transcontinental and Western Air, Inc. A fifth 4-engine transport for TWA can be seen at the extreme left. In addition to these, Pan American Airways has already taken delivery on two Boeing "Strato-Clippers," a slightly different model, and a third plane for PAA can be seen in the far background. *Lower*, the camera lens makes a "Holland Tunnel" out of the partially-completed fuselage of a Boeing Stratoliner, showing the large amount of room in the cabin for the 33 passengers that the plane will carry. The Stratoliner's fuselage—11½ feet in diameter—is completely circular from nose to tail. Below the floor are cargo holds and an accessory compartment



American aviation can duplicate Nazi Germany's three-year program in twelve months, once the Government has set a definite program of numbers wanted, delivery schedules, and types. The American aircraft industry, competent spokesmen believe, has a capacity of mass production without precedent. In addition to the resources of the private industry, however, provision has been made for some thirty Government-built aircraft factories, which the War Department estimated would be necessary in addition, for realization of the 50,000-plane objective. This is a reserve measure, however, and not necessarily one that will be put in operation.

Already, with the war still on, one of the worst fears of private manufacturers has materialized. The export market for their products was just attaining promising levels when the second World War started. Since that time, the American airplane manufacturer has seen eight good markets abroad lost to him. Besides Czechoslovakia, Poland was a customer for both military and commercial types; Holland's KLM, the Royal Dutch Airlines, for their Far Eastern routes, and with a transatlantic service contemplated, bought at least two famous makes; Finland, and the Scandinavian coun-

(Continued on page 467)



St. Helena in the Eighteenth Century. From an old print.

Empire's End - Saint Helena

BY SYBIL SAWYER SMITH

A LONELY rock rising steeply out of the Atlantic Ocean about 100 miles from the African coast marks the last act of one of the greatest historical dramas ever played. Never was a place better suited by appearance and locality to be the end of an Empire than St. Helena.

Nowhere does even the suspicion of a beach, the narrowest strip of sand soften the perpendicular walls of granite. These walls rising in fantastic crags seem the backdrop for a tremendous tragedy. They, and the fearsome abysses between them, bear witness of the time in ages past when a giant volcano forced up from a depth of 4,000 meters sent its flames out over the sea.

That time is long gone. The fire is extinguished forever, the walls of the crater have fallen and the lava floor has crumbled. Grass and flowers grow today where streams of molten lava once flowed, where subterranean forces spread death and destruction. Columns and needles of rocks in wonderfully varied colorings, gnawed by the tooth of Time rise about the edge of the island.

Four hundred years and more ago, St. Helena

was discovered by the Portuguese. It was then heavily forested. The flora was one of the most remarkable of all oceanic isles. Man and beast, in this instance the ubiquitous goat, have brought about the complete destruction in indigenous vegetation. Its place has been taken by plants from all parts of the world.

The bare rocks at the north of the island are torn by deep, narrow gorges. In the widest of these is located Jamestown, the only settlement of any size on St. Helena. It would be difficult to imagine a more dreary and oppressive location. The valley narrows at the tip and frowning rocks above the town seem on the point of moving together to crush it. The whole has the nightmarish effect of a dream of suffocation.

Perhaps the original settlers built down here in this hollow not only to be nearer the sea, but also to avoid the gales that sweep the island. Aside from these high winds, the climate is not unhealthy. On the contrary, it is uniform and mild. Tradition ascribes Napoleon's death very largely to the climate, but this does not rest on fact. Rather was it

grief which aggravated the already existing ulcer or cancer and caused the Emperor's death.

Before the Suez Canal took world trade in other directions, many ships visited St. Helena for fresh water, fruit and vegetables. They anchored off the rockbound coast and sent small boats ashore for what they needed. The British East India Company in those days owned the island and worked it by negro slave labor.

Near Jamestown Harbor, tiny Rupert's Bay indents the cliffs. Like Jamestown, this is a volcanic crack or fissure. This was the landing place for negroes and sometimes white men liberated by British cruisers from slave and pirate ships. Ruins of sheds and houses still exist, but the sun shines through holes in the roof and lizards slip in and out of the gaping window holes and sagging doorways.

This place once teemed with life. It echoed to the groans of those whose mangled and broken bodies were tended in the hospital erected here for that purpose. That this care was too often in vain is evidenced by the necropolis at the upper end of the cleft, where the walls of rock meet.

St. Helena would be merely a dot on the map, a forgotten island in the Atlantic Ocean, were it not for Napoleon's captivity and death—here at the end of the world. Fear and hate and jealousy on the part of the Europe which he had made so thoroughly uncomfortable, were the causes of his undoing. He had escaped from one exile on the Island of Elba. This should not happen again, the British Government resolved. This time his imprisonment should be final. Only Death could set him free.

October 11th, 1815, was a red letter day in the history of St. Helena. On that date the island received news of the Battle of Waterloo, the fall of Napoleon and most amazing of all—that he was coming there.

For the first few weeks his life was not intolerable. He lived in a pleasant home in the upper part of Jamestown Valley, belonging to James Porteous, Superintendent of Gardens. The daughter of the house, a lively fourteen year old, did her best to cheer him. She neither feared him nor hated the fallen Emperor and her companionship meant much to him.

Curiously enough, the Porteous home which sheltered Napoleon had a few years previously received another distinguished guest. In 1805, Arthur Wellesley, later Duke of Wellington, spent a few days there. Thus the same house within ten years time had offered hospitality to both the Iron Duke and Na-

oleon—conqueror and conquered!

Afterwards he lived at Longwood on top of the cliff, where a house had been erected for him and the few who choose to share his exile. When he complained that the quarters provided were insufficient, another house was built nearby. It was larger and better, but he never moved into it.

He paced back and forth on top of the cliff and stared out to sea. Passengers on ships many miles away squinted fearfully through telescopes and imagined they had caught a glimpse of the little man, who had held the destinies of Europe in the palm of his smallboned delicate hand.

He grew weaker in health and more morose in spirit, limiting his walks to the place in the hillside, which he had selected as his tomb. For nearly six years his martyrdom lasted. Then Napoleon the Great died one night during the wildest storm that had ever swept the Island of St. Helena. He was buried under a simple stone slab, bearing as only inscription the letter "N."

Just a hundred years ago, in 1840, France claimed Napoleon's body. King Louis Philippe had it brought to Paris and final apotheosis and resting place in the Invalides. The empty tomb remained as it was before and may be seen today. It is surrounded by an iron fence and shaded by evergreens.

After the Emperor's death, the house in which he had lived was degraded to shelter the Longwood tenant farmer and his sheep. Queen Victoria generously presented the house to Napoleon III, who set about to restore it. Fragments of faded and tattered wallpaper still clinging to the walls, were carefully collected and sent to France to be duplicated in one of the great factories there. Furniture



Napoleon at St. Helena

Longwood, the residence of Napoleon at St. Helena



which the Emperor had used was restored and copied. Finally, Napoleon III installed an old French officer, one of the Emperor's own guard, as custodian. At present, Longwood is the only place on the island which is kept in perfect condition.

Yet St. Helena seemed destined to be the prison for exiled sovereigns. Although its fame rests on the greatest of these, there have been others. After the Zulu uprising and its defeat, the King's son, Dinizulu, and his half brother, Tsinghana, were confined on the island, as England considered their continued presence in their own country a menace. Thus the history of exiles passed from the sublime to the ridiculous.

Twelve years passed away, and once more St. Helena knew prisoners of war. In 1900, captive Boers, numbering some 6,000, including General Cronje and his followers, were brought to the island. This in spite of protests from citizens of Cope Town and the declaration of Paul Kruger that he would order reprisals on British prisoners at Pretoria.

So far as is known, there are no political exiles or prisoners on St. Helena at the present time of writing. But the Citadel of Jamestown on top of the rock, reached by the famous Jacob's Ladder, 900 feet long with 600 steps, still offers a prison impregnable and remote. Perhaps in days to come it may know another Napoleon.

It is odd that St. Helena's pleasantest memories of prosperity should be hound up with her prisoners. Industrially she has never been able to make the butter stick on her bread. During the first World War, when rope was in great demand and prices soared, everyone on the island grew flax. It was a grave mistake and they lived to regret it. After the war, prices dropped and flax growers wished they could turn their crops into potatoes. Although there are still 3,252 acres of flax under cultivation.

At an earlier stage of the island's history silk worms were introduced by a Chinese coolie, but they soon died. Sixty years or so ago, 10,000 chinchona trees were planted, and at first did very well. They had already been growing wild here and there. But the islanders with their habitual laziness neglected the trees which gradually died off. Peach trees shared the same fate, being eaten by a fruit fly, which the natives did nothing to combat.

A true friend of the island, named Mosely, thought he had found a solution for the industrial depression. In 1909, he opened a canning factory for the waters about St. Helena always teemed with fish, noted for their delicious flavor. All was in readiness, down to the labels for the tins.

Then suddenly, as if they had received mysterious word, all fish deserted the surrounding waters. Such

a thing had never been known in the 400 years of island history. But the natives were sure they knew the reason why. A comet had appeared right over St. Helena and that alone was to blame. Anyhow, there were no fish and the canning factory soon fell into ruins.

An enterprising Englishwoman taught the island women to make Torchon and Honiton lace for sale to visitors and tourists. For a while this promised well, then lace went out of fashion and no one bought any more.

Tourists would be a Godsend and they were beginning to arrive before the present war, the island being a port of call for some around the world cruises and other boats. Resumption of this traffic must wait upon the conclusion of peace.

In 1929, the first motor car was imported and it was followed by a few more. Before that, travel was by muleback, or horseback, or carts. There is a 20 mile drive that tourists take by automobile, but the other roads are rough and stony, though there are charming bridle paths through the remnant of forest on top of the island.

Generally tourists visit Longwood and the Citadel and return to their ship convinced they have seen the island. Actually, only a short walk from Longwood across the flat meadows, there is an amazing view.

Here is Sandy Bay, which is half of an extinct volcano, the other half having fallen into the sea. Immediately below the high plateau on which stands Longwood, is a deep gorge or abyss. This is filled with small green hillocks, on whose tops or sides perch little white houses with brightly colored roofs and blinds. Below these is a wildly desolate region of stones, dry earth cracked and fissured, which descends to the sea. The earth here, and even the rocks are of astonishing vivid colors—gorgeous beyond belief.

A wooded crest, or ridge forms the top of the island. There are three mountains here, the highest of which is Diana's Peak, 2,697 feet above sea level. To really gain an idea of the island, however, one should sail around it by whale boat. That alone gives a true perspective.

Although the inhabitants of St. Helena are very poor and mainly illiterate, their life certainly has its compensations. Crime is practically non-existent, occasional pilfering of vegetables or fruit being the worst offense. The climate is so ideal that there is almost no sickness. In spite of the heat down near the coast, there has never been a case of malaria or sunstroke.

For anyone with uncertain health and a very certain income, St. Helena offers an ideal residence. Especially if that person is weary of turmoil and of tiresome people, all trying to outshout each other.

Washington's New Airport

*Prepared for the FOREIGN SERVICE JOURNAL by the Editorial Section of
the Civil Aeronautics Authority*

WASHINGTON's need for an airport, perfect in design, aeronautically speaking, and perfect in the services it will offer to the air traveling public and the air lines also, has for years been a matter of major concern to the airminded of the city. When the National Airport at Gravelly Point is completed in the early Fall, Washington's need will be filled. And the need will be filled more than adequately because the airport will be one of the most efficient and most beautiful in the world. Planned to harmonize with the general architectural design of the Capital's official buildings, it has still kept to the fore the essential use which it was planned to serve.

The old airport, just over the 14th Street Bridge in Virginia, was a constant menace to the airliners using it. It was too small, badly located, and literally surrounded with obstructions to safe flight both in and out. Yet, in spite of its preponderance of unattractiveness, the increase in traffic was so marked that Washington stood third in a poll of the nation's cities.

The idea of a new airport originated with President Roosevelt, cutting with incisiveness through all the controversy over what should be done about the notoriously inadequate airport facilities of the Nation's Capital. Almost two years ago, he said "Build a national airport!"

Mr. Roosevelt entrusted his idea for execution to the newly created Civil Aeronautics Authority, to Chairman Edward Noble, Member Robert H. Hinckley and Administrator Clinton Hester. They promptly enlisted in the cause, with the President's approval, the people who had the money available—the Works Progress Administration and the Public Works Administration. And, of course, no thought of work on an airport along the river could be developed without the immediate help of the Corps of Engineers of the United States Army. In order to coordinate the work of the many agencies involved—the plans evolved and the beginnings of the work at Gravelly Point were so rapid that the National Capital Parks and Planning Commission, the Fine Arts Commission, the Public Buildings Branch of the Treasury Department, the Bureau of Public Roads, the State of Virginia and the District Government were called on for assistance—an Interdepartmental Engineering Commission was ap-

pointed, headed by Col. Sumpter Smith of the Civil Aeronautics Authority. The airlines and the air pilots gave ample cooperation, also. The practical flyers realized that the riverside was the place for a national airport, especially with the growth in seaplane flying becoming so marked.

The site for the airport was chosen after many long and weighty deliberations. Gravelly Point contains all the safety features one could hope for. Before laying out the runways, airline pilots and other flyers flew over the site and the surrounding terrain. From every runway, the surroundings were clear of obstructions for many miles at an angle as flat as forty to one. The foundations of the airport are safe, the whole site being underlaid with sand and gravel, pounded solid through the river's ages. Solid



Conference at Airport site on day of inaugurating construction of the Washington National Airport. *Left to right:* The President, E. K. Burlew and Edward J. Noble



THE SITE OF THE WASHINGTON NATIONAL AIRPORT AS IT WILL LOOK WITH THE AIRPORT COMPLETED

(1) The Washington National Airport, showing diagram of runways. At the rear is seen the Memorial Highway which goes to Alexandria and Mt. Vernon, and is connected with the City of Washington by the 14th Street Bridge running parallel to the railway bridge. The arm-like piece of land projecting into the Potomac River is Hains Point, pointing to: (2) Bolling Field and (3) Anacostia. (4) The old Washington-Hoover Airport was considered one of the most hazardous airports in the country.

sand and gravel was pumped on top of solid sand and gravel, in building the runways, so that there will be no ripples on those runways to create a hazard for airplanes landing and taking-off. Another feature in favor of the Gravelly Point location was its nearness to Washington and the easy access to and from it from any point in the city.

All the buildings will be grouped within about one-tenth of the airport's circumference, all in the lee of Fort Scott Hill. The first consideration in these buildings and their approaches was safety, not only for the airplanes but for passengers and spectators driving to and from the terminal building, the parking terraces and the bleachers and grand stands.

Final detailed architectural plans for the buildings at the Airport were completed early in December of 1939 by the eleven government agencies collaborating on the project under the general direction of the Civil Aeronautics Authority. After they were submitted to President Roosevelt, and approved by him, contract specifications were advertised for the paving of the runways and the construction of the buildings. Contracts for the construction of the terminal building and one hanger and a central heating plant were awarded in the latter part of May, with the terminal building specified to be completed in one hundred and sixty days. The paving of the runways was begun early in April.

By the use of accurately finished models the plans were presented in extraordinary visual detail. These models gave rise during the final meetings of the engineers and architects to the opinion that the new air terminal will be what Col. Sumpter Smith, Chairman of the Interdepartmental Commission, has long contended it should be, namely an "air park" as well as an air terminal. At the time the plans were presented, Col. Smith said:

"The architects of the Federal Works Administration are to be congratulated upon attainment of a truly remarkable blend of the useful and ornamental. They have employed in this strictly functional group a treatment which in mass and line pleasantly suggests the historic character of its neighborhood. There is a reminiscence rather than a repetition of Mount Vernon, on the one hand, and of the classicism of the government buildings in Washington on the other, especially in the disposition of windows and supports on the facades of the terminal building.

"They are modernistic only in the sense that they are designed primarily to serve the needs of that most modern of all utilities, the transport airplane. Surely neither George Washington when he designed Mount Vernon, nor the architects of the Capitol, the White House and the Federal triangle of new buildings that carry out the tradition in the creation of office buildings, envisaged the airplane and its needs. Yet despite the primary consideration for

those needs throughout Gravelly Point, the extremely simple exterior ornamentation of the buildings provides eloquent testimony to the functional beauty of the columnar form which is the basis after all of the classic-colonial.

"These fine buildings, it will be noted, are grouped compactly within the area in line with the 200 foot elevation at Fort Scott, to the west of the field, which would be unusable for flying purposes anyway. The rest of the non-flying area, it will be noted further, is developed in a truly park-like fashion for the enjoyment of that portion of the public which likes to watch flying, and in conformity with the general character of the Mount Vernon Boulevard along which it lies.

"On the shoulder of the rising ground north and west of the airport proper are terraced spaces in three levels each four feet above the other and capable of accommodating 5,000 cars. Along the west edge of the flying area will be elevated benches capable of accommodating 3,000 spectators. There will be further emergency parking space for another 3,000 cars, all of which can enter and leave the airport area to and from the Boulevard, without crossing traffic, by means of the clover-leafed separations of grade near the north and south limits of the development.

"And while the airport terminal itself provides primarily for the handling of passengers, mail and express to and from planes, its observation terraces, restaurant, coffee shop, lunch room, lounging and dressing rooms afford all of the facilities in connection with an air terminal which have proved so popular and so fruitful in the development of patronage for air transportation at such foreign air terminals as Tempelhof in Berlin and Schiphol at Amsterdam, in a more compact, useful, and, we believe, much more beautiful fashion. Spectators can circulate completely around the terminal building on the observation terraces without entering the building or interfering with the flow of passenger and mail traffic."

The floor of the terminal on a level with the flying field is, with one exception, strictly a service floor. Through it mail, express and baggage will be handled in and out without interference with the flow of passengers on the level above. The one exception to this is the provision at the southern end of the south wing's ground floor of a Presidential Reception Room, similar in purpose to that provided at the Union Station, for the use of the President and distinguished guests.

By a graded road from the central traffic circle back of the terminal building cars can come to this reception room, to the flying field and, in the rear, to the mail and express rooms and to the service

(Continued on page 461)

George Washington and the Sultan

By ROBERT DAVIS

(From the New York *Herald-Tribune*)

TANGIER—In the year 1786 Thomas Barclay, of Pennsylvania, was appointed American Consul to the Barbary States. His place of residence was this Moorish city, which lies on the southern shore of the Strait of Gibraltar, facing Spain. In the anthill of waterside alleys Mr. Barclay experienced difficulty in finding suitable lodgings and office space. He appealed to Moulay Mohamed ben Abdullah, Sultan of Morocco, to whom he was accredited. The latter pointed to a house and garden upon a rocky shelf 200 feet above the beach, the most sightly and healthful location in the town.

"Who is your Sultan?" asked the Arab.

"Gen. George Washington," replied Consul Barclay.

"Good," said Moulay Mohamed. "That land and that building I donate to Sultan George Washington."

"But your highness is too generous," remonstrated the American. "I am not sure that Gen. Washington can accept so handsome a gift upon your part."

"Be at peace," with a gesture of dismissal. "What is one hilltop, more or less, as between us Sultans? May Allah bless our Lord Mohamed."

President Washington courteously acknowledged the gift and in due course transferred it to our government. The land and building, which still are occupied by the American Legation and Consulate General at Tangier, thus became the first parcel of foreign soil to come into the possession of the young republic. This also was an event of interest in Arab history, according to Hadj Mohamed Berk-el-Lil, of the superior school, who says that it is the first recorded voluntary cession of Moorish land to a foreign power. I do not wish to impugn the Hadj's erudition, but he also tells me that the Americans put the five-pointed star on their flag out of compliment to the five duties of a good Moslem.

Thomas Barclay seems to have acquitted himself with credit. He negotiated a treaty of friend-



Morocco, Tangier. Legation-Consulate General. Site presented United States Government before 1820. Original buildings transformed by the United States Government in 1927. Group forms compact unit lying on both sides of, and over, a narrow street about seven feet wide in Ghetto quarter. (Description in the *Journal*, October, 1932.)

ship and commerce with the Sultan, which was countersigned by John Adams, President, and Thomas Jefferson, Secretary of State. In the year 1792, in the pursuit of his duties, he died on the Barbary coast, which may mean anywhere along the thousand-mile, pirate-infested beach between Ceuta and Tripoli, and it is more than probable that he died of violence. In 1832, confirming the gift of his predecessor, Sultan Moulay Abdcrhman exempted the American premises from taxes and imposts in perpetuity, an immunity which many subsequent overturnings of native government have never disturbed.

Our American offices are delightful in their ocean prospect and picturesque in their immediate surroundings. Mounting from the level of the breakwater and quay, the visitor loses all sense of direction in a maze of tunnels, archways, courtyards and blind alleys. The standard width of a street is the space necessary for two loaded donkeys to pass each other. A man can stretch

out his hand on either side and touch the wall. Overhead, more than half the time, the sky is invisible. The pavement is slippery with drainage scum. Abutting on the thoroughfare are shops the size of hall bedrooms, their proprietors sitting cross-legged in the entrances. The stock in trade, in tin cans and grain sacks, is conveniently arranged upon shelves so that the merchant may serve his customers without rising.

At the top of the ascent is Sultan Washington's gift to his nation. Shopkeeping ends where Calle American begins. The cement underfoot is scrupulously scrubbed, the walls are pale yellow, the blinds and woodwork a gay yet reposeful ultramarine. On the facade of the tower is a decoration which must once have been a wayside shrine, souvenir of the sixteenth century when the city was in Christian hands. The figure of the Virgin has been removed and in its stead is a plaque—Legation of the United States.

Our headquarters are unique in several particulars. We are the only nation to maintain a minister and a legation as well as a consulate general.

In view of the smallness of the territory and the thimbleful of American population, the first reaction of the visitor is that our diplomatic establishment is top-heavy. Upon reflection, however, that first impression is subject to revision. The money may be well spent. Tangier is the key position of North Africa. It is the bridgehead between Europe and Africa, just as Constantinople is the bridgehead between Asia and Europe. It is the meeting point of turbulent religious tides—the Catholic tide from the north shore of the Mediterranean and the Mussulman tide from the south shore. It is probably useful insurance to have a watcher at the front door of what has been known throughout history as the Troublesome Sea.

Tangier is one of the last remaining spots on the globe where Americans enjoy the right of extraterritoriality. Other nationals are under the jurisdiction of the mixed court, composed of two British, one French and one Spanish judge. But in both civil and criminal actions between holders of United States passports, and in all actions in which an American is the defendant, the consular court is the court of first instance, and the minister's court is the court appeal. Believe it or not, the laws under which the consul and the minister dispense justice at Tangier are the laws of the Territory of Alaska and of the District of Columbia.

Fantastic situations can arise. You pinch yourself to make certain that this is not comic opera. Here is a prize specimen of incongruity: a Maltese family, temporarily in Scranton, have a baby. By virtue of his birth upon our soil the boy is holder of an American passport, although he speaks no English and has always lived in Mediterranean countries. He is now in dispute with his landlord in the Calle Perigord, in Tangier, which rent-money squabble is to be adjusted according to the law of Alaska. I hasten to add, however, that our consular staff have found that a half-hour conference around the table of a fair-minded arbiter is usually sufficient to iron out differences.

I have been inquisitive to dig up the facts in some actual cases. Here is one. A Maryland negro skipped his ship at Casablanca. The African sun

seems to have fertilized his imagination and he presently appeared in plumes, a sort of red Indian-warpath costume, composed of local material. He said that Abyssinia was in need of inventors, and that he was on his way to lend a hand. After an interval he turned up in Tangier, minus feathers and very hungry. A new wing was being added to the legation and the minister persuaded the contractor to give the ex-sailor a job. Our Marylander became convinced that his fellow workers, in their incomprehensible Arab lingo, were using low language about him. Their falsetto giggles got on his nerves. He drew his razor from his shoe and cleared the works. Before being disarmed he had carved his initials in three of his fellow servants. The consular court found him of unsound mind and forwarded him to an institution at home.

To persons whose memory extends as far back as the year 1903, the name of Tangier is inextricably intertwined with the kidnaping of a newspaper writer, Walter B. Harris. It was a Deadwood Dick tale of purest ray. At the above date a bandit chief, Raisuli, was plying his trade in the hills back of the city. Ten members of his organization had been captured red-handed, had been imprisoned and sentenced. All legal means of freeing them having failed, they were on the point of being executed. But Raisuli had other tricks in his bag. Descending upon the villa of Mr. Harris at midnight, he gagged and bound him, threw him over a horse, concealed him in a dry cistern, and sent word to the authorities that he would dissect the correspondent, inch by inch, if the prisoners were not released. As may be imagined, a tidal wave of thrill and horror surged across the newsprint of two continents. Sheik Raisuli won his argument.

In these days of early spring, the environs of George Washington's former property are an area of bland airs and agreeable sights. Tumuli of etuliflower and artichokes are inscribed, "Your choice for one cent." Green peas are a half-cent a quart. On vacant lots calla lilies, growing wild, are in bloom. And as an item of personal satisfaction, I am boarding with a cultivated family, a room overlooking orange trees and three copious repasts, for 62 cents a day, with washing thrown in for good measure.

An Airport With a View

La Guardia Field at New York

By ROBERT LEWIS TAYLOR

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FROM early morning until noon, last October 15th, there was an unexpected and continuous uproar on the Flushing Meadows, about two miles northwest of the World's Fair. Three hundred and twenty-five thousand people arrived in motorcars and buses, on bicycles and afoot, to witness the formal opening of LaGuardia Airport, the product of a long and effervescent collaboration between the Mayor and the WPA. Although the visitors felt that the day's ceremonies were on the whole satisfactory, some of them were disappointed that there was no great activity in the air, the field still being in a state of partial negligence. It was not until December 2nd that the big transport planes began to fly on schedule, and then the spectators started to return. They have been returning every since at a rate of several thousand a day, to the astonishment of everyone employed at the field, including Major Elmer Haslett, who is the man in charge of operations. The Major estimated the number of visitors on a recent Sunday at more than a hundred thousand, and he has not yet ceased to marvel that twenty-two thousand people that day paid ten cents apiece for admission to an observation deck from which to watch the planes, thus enriching the city by twenty-two hundred dollars. It is just lately that the officials there have come to realize that they

are running not only an airport but also one of the city's most popular sightseeing centres. The thought rather pleases them.

One morning not long ago I drove out to this new municipal shrine to see what it is like on a normal week-day. I parked my car in a driveway



Courtesy American Airlines, Inc.

Night View of the Administration Building at La Guardia Field

along the south border of the field, which is about a mile and a half long and a half-mile broad. At the centre of this border stands the Administration building surmounted by a large metal figure, which I took to be half bird and half airplane. On either side of the Administration Building are three hangars, and at the west end of the field, on Bowery Bay, are a seaplane hangar and the Marine

Terminal Building, where the seaplane traffic is controlled. I headed straight for the Administration Building, where I caught up with a festive procession of men, women, and children who were on their way in. Most of the crowd, I learned, were making for the observation deck—a concrete balcony several hundred yards long, which overlooks the field and is connected to the Administration Building by a glass-walled bridge. In the lobby, a number of children hauled up short in front of a souvenir stand and tried to badger their parents into buying them such trinkets as miniature propellers and model transatlantic Clippers.

On the deck I found several hundred visitors strolling along and peering down at a row of fifteen transports on the field twelve feet below. Two headed men wearing berets were setting up a camera tripod. A small boy standing near me asked his mother who they were. "What do they *do* in those hats?" he said. "They're spies, dear," she answered. A crowd was gathering a short distance away, and I walked over. Two cameramen on the field were taking pictures of a handsome woman who stood in the doorway of a plane. "Smile!" shouted the cameramen, darting about under the wings to find a chic angle. She managed a weak smile and tucked in some wisps of hair the wind had whipped free. A man next to me leaned over the rail of the observation deck and asked an airline employee who she was. He called back something that sounded like "Lady Thompson," and added that the pictures were being taken for a fashion magazine. I heard considerable speculation among the onlookers about the woman's identity. One woman thought she must be Dorothy Thompson. Another said to a man she was with, "I've seen her in the movies, with Mickey Rooney." "If you're talking about the mother in the Hardy family," he replied, "you're barking up the wrong tree. *This* woman has false teeth."

A transport came rolling down a runway below the observation deck, and most of the lady's audience deserted her. They re-formed their huddle directly above the new arrival and stared down expectantly as two porters opened the door. The first

passenger to alight was a dishevelled man carrying a single golf club, a putter. Some of the crowd giggled, then stopped when he looked up severely. I could hear a man behind me counting the passengers. "Eighteen," he counted. "Jeez! Nineteen. Where the devil they coming from? Twenty. They must be coming in the other side. Twenty-one. No plane on earth could get that woman off the ground. Twenty-two. O.K., I've seen enough. Let's get out of here, Ed." His companion, Ed, finished the count as the twenty-third passenger, a middle-aged woman with a bundle of crocheting, descended unsteadily to the ground. More planes began arriving and the crowd kept busy shifting its interest from one to another.

I went to the waiting room and sat down to rest. Although the Administration Building, to the layman's eye, appears to be an inoffensive piece of modern architecture, it is in mild disrepute with two men who came up and stood near me. Looking out of a window which offered a view of the bridge leading to the observation deck, they began to laugh. One of them said, "I tell you, he's licked." The other answered, "He'll have to set up another column. He's licked, all right." "Well," said the first man, "that means another foundation." They shook their heads and chuckled. When they walked away I got up and had a look at the bridge. It looked sound, and I saw no sags nor bulges. I sat down again to listen to a loudspeaker, which was used for all sorts of announcements. During the next few minutes it informed a Miss Anderson that

La Guardia Airport, now under full operation. American Airlines alone has 66 daily flights in and out of the huge flying field. In the center is the Landplane Administration Building; with the long passenger-loading ramp running in an arc to hangars on each side



she was wanted at the information desk, located a Mr. Winchester for Western Union, relayed a message to Stewardess Brantley for American Airlines, and announced a couple of plane departures. It was on the trail of a man from Kansas City when I moved to the lobby.

The lobby is a rotunda. In addition to the souvenir stand, there are a newsstand, two telegraph desks, and an information desk, forming a circular island in the centre of the room. Built into the curved walls are the offices of five of the six airlines which use the airport: Eastern, Transcontinental & Western, Canadian Colonial, American, and United. The sixth line, Pan American, has its office in the Marine Terminal Building.) A coffee shop adjoins the lobby on one side, and executive offices are one the other. On the second floor of the building is a restaurant and bar called the Kitty Hawk. Both the coffee shop and the Kitty Hawk are run by the Hotel New Yorker. I had lunch at the restaurant, taking a table with a view of the field. At one table a group of ladies were playing bridge. At some of the other tables pilots were sitting around with girls. After a restful hour, during which I watched a half-dozen planes land or take off. I decided to call on Major Haslett.

The Major, a large calm, pipe-smoking man, greeted me amiably and offered to tell me a few things about the airport. He said that his title was Aviation Consultant of the City of New York. "If you want to know who runs the airport, though," he added, "I'll tell you. It's the Mayor. He knows everything that goes on and he moved his Dock Commissioner out here to see that his policies are carried out." LaGuardia's interest in the project, Major Haslett said, has remained undiminished since the historic day he became so enraged at having to land in Newark while holding a ticket that read to New York that he immediately started to get the city to build an adequate airport of its own. He has a habit of appearing unexpectedly in Major Haslett's office, and he telephones four or five times a day to ask questions. These questions tend to be very explicit, such as "What about old So-and-So? Has he paid his bill yet?" or "When's Hangar Number 4's roof going to be finished?" Not long ago he showed up at the airport in a state of considerable agitation. "What's this I hear about the food being too high out here?" he shouted. "Show me the menus, show me the refrigerators, show me the whole works!" A member of the administrative staff, nervously casting about for something to show him, handed him a champagne list. "They can charge what they damn please for that stuff!" cried the Mayor. "What I want is a complete meal in this place for thirty-five cents, including coffee!" The coffee shop now serves a complete meal for thirty-five cents, including coffee.

Major Haslett will not countenance any suggestion that the airport has a rival anywhere. To prove his argument, he cites the cost—forty million dollars, of which twenty-seven million were WPA funds and thirteen were contributed by the city—and the fact that there are already a total of two hundred and twenty-five arrivals and departures every twenty-four hours. The busiest period is from five to six o'clock in the afternoon, when a passenger plane leaves on an average of every two minutes. This is known to airport employees as the "glamour period." Movie people generally choose late afternoon to start back to their jobs, in order not to lose any working hours. Large crowds always gather on the observation deck at this time. Many a woman, I was told, has had her first glimpse of Clark Gable during the glamour period, and has gone away blessing Mayor LaGuardia, the WPA, and the Wright brothers.

A further proof of the preëminence of the airport, in the opinion of Major Haslett, is the fact that eleven newspapers and news services have representatives on the premises. "Perhaps you can show me a parallel for *that*," he said, fairly sure that I couldn't. Reporters and photographers are given the run of the field. The Major lets them meet all planes, and if arriving dignitaries don't want to be photographed, they just have to look sharp and duck.

The Major told me more about the airport. He said that all the land planes pull up on four runways in back of the Administration Building. The seaplanes, however, are moored at the Marine Terminal, in the bay. Lately there have been two transatlantic arrivals and two departures weekly, Lisbon being the other terminus. The Major went on to say that more planes arrive and depart during the daylight hours than at night, since most of the short-haul business, to Boston, Philadelphia, Washington, and Pittsburgh, comes in the daytime. From midnight to six in the morning is the dullest interval. Although there have been days on which fog or storms have prevented landings and departures for periods of several hours, there hasn't been a day since the airport's opening on which all flying has been halted by bad weather. The field is in what the pilots call "a very clear belt."

There are about four thousand employees at LaGuardia Airport, most of them working for the airlines. Only fifty are employed by the city, whose annual payroll there is \$75,000, and the annual upkeep amounts to another \$75,000. The city's yearly income from the airport, it is estimated, will be between \$600,000 and \$700,000. Out of this income the expenses will be paid and most of the remainder applied, under a forty-year, self-amortising plan, to paying off the \$13,000,000 debt contracted by the city as its part of the original cost. Most of the

income is derived from the rental of hangars to the airlines, landing fees, and concessions.

Major Haslett took me into the adjoining office and introduced me to Dock Commissioner McKenzie, who, though he was formerly stationed at the Battery for thirty-seven years as a member of the Docks Department, is not unduly ruffled at finding himself on Flushing Bay. McKenzie has held the post of Commissioner for nine years. At one time the Commissioner's job was concerned largely with the city's docks and the ships that used them. He is now primarily the Mayor's representative at LaGuardia Airport, doing his dock work by telephone and mail. "Mind you," he told me, "my department has fiddled with aviation since 1910." In that year he became interested in the tinkering of a man named Howard Coffyn, who put pontoons on an old Wright pusher plane and tried to do a bit of seaplaning. The Docks Department helped him find convenient places to take off from. The flights were not spectacularly successful, but the Commissioner recalls them fondly, nevertheless.

McKenzie does a good deal of official greeting in his new job. His first move, when faced by an important visitor, is usually to inquire, "What do you think of our airport?" If the visitor is not vehement in his praise, or implies that he has seen better, the Commissioner sets to work to make him change his mind. So far, he has lost no major decisions. Not long ago, Lord Lothian, the British Ambassador, turned up for a tour of inspection. "Who's got the best airport in the world?" asked the Commissioner, confidently. "Why, Singapore, I believe," answered Lord Lothian. McKenzie, barely managing to hold his temper, pounced on Lothian and took him on an exhaustive tour of the field. Several hours later, when the Ambassador, looking somewhat spent, was about to leave, McKenzie asked, "Now who's got the best airport in the world?" "New York," said Lord Lothian. "There's not a particle of doubt about it." Musing upon this incident, the Commissioner told me, "They all come around to it. It kind of overwhelms them."

When I got back to Major Haslett's office, I found he had arranged to have a Mr. Darby take me to the control tower, from which the comings and goings of the planes are regulated. The tower is on top of the Administration Building, and to reach it we had to climb a steep, spiral staircase. The control room is circular, about fifteen feet in diameter, and has glass walls, through which the entire field is visible. Three operators were on duty when we entered. The walls are lined to a height of about four feet with a bewildering assortment of Wellsian instruments. Several chairs, some desks, a water cooler, a teletype, an illuminated clock, a wastebasket, and a row of twenty-two loudspeakers,

up near the ceiling, are the only other furnishings. As we came in, a voice from one of the speakers was saying, "Flight 18 is over Rye. What's in sight?" One operator picked up a radio microphone and replied, "No local traffic, Flight 18. You may come on in."

Another operator was sitting at a desk, recording on a large chart the time of arrivals and departures. Before each departure he checked a list to see if the plane had obtained clearance papers. The third man was at the moment peering at the teletype. "Boy, oh boy!" he said, looking up. "Here's a guy in real trouble." I hurried over to the machine, with visions of a lone flier battling head winds and sleet above the Alleghenies. "I mean his typing," the man said. "Look at that. Hunt and peck, hey?" I returned to listen to the loudspeakers, one of which had just reported that United Flight 12 wanted to land. "O. K.," said the operator into the microphone. "I have you in sight. Come on in." A moment later he nuzzled up to the mike again and said, "TWA 33, if you're ready to go, just move on out, sir. There's nobody ahead of you." TWA replied, "Much obliged. Good night. See you tomorrow." I asked Mr. Darby if the operator's instructions to one pilot are heard by all the others, and he said they are, adding that each pilot switches from his company's to the airport's wave length when he nears the field and turns back to his company's wave length about five minutes after leaving.

I wandered around, reading the instruments. The wind was blowing fifteen miles per hour out of the northwest, the temperature was 48, and the barometer indicated that no storms were imminent. I noticed one instrument panel containing what appeared to be over a hundred light switches. Mr. Darby said that these controlled sixteen floodlights and some four hundred other lights on the field. In a corner of the room I found a box-shaped instrument that had, on one side, a diagram covered with tiny lights which kept flashing on and off. It was explained that the airport's four runways are drawn to scale on the instrument. The planes, as they move along the runways, break electric circuits, causing lights on the instrument to flash on and give the control tower a clear, compact picture of all airplane activity on the field, no matter how many planes are moving in or out.

It was nearly eight o'clock and getting dark outside. Some of the field lights were on. The last of the crowd, emotionally exhausted by the glamour period, were filing out of the Administration Building, and I walked along with them. A boy in a family group near me was resentful because he had seen no bombers. "You said we *might*," he told his father. "We might have," the father said. "We might have." Then, somewhat irritably, he added, "Give us time. Hell's bells, this is only May."

First American Consulate in Greenland



A boat from the
U.S.S. Campbell
coming alongside
at Godthaab



The first kayak sighted from the U.S.S. Comache



The back harbor at Godthaab

**ESTABLISHED AT GODTHAAB
ON MAY 22, 1940**



Consul Penfield and Vice Consul West first set foot on Greenland soil at Ivigtut. Here they are shown with Commander Meals and Doctor Cleary of the U.S.S. *Comache* and Mr. Maurice Reddy, of the American Red Cross, being greeted by A. Fisher, the Danish Government official



Greenland's icy mountains as seen by Lieutenant Ford of the U.S.S. *Comache*



The Consulate at Godthaab with Vice Consul George Lybrook West, Jr., in the entrance

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EDITORS' COLUMN

Events in Europe have taken place with such rapidity in the last few months that it is difficult to grasp the ramifications of each startling change on the continent from day to day. It is even more difficult to predict with accuracy what significance these events will bear in relation to other continents, other hemispheres, other peoples. But one thing is clear. The present struggle contains implications of direct concern to the future of the American Foreign Service.

No one will deny that the World War which began in 1914 introduced an order very different from the era brought to a close by the nineteenth century. It is inevitable that any catastrophe which shakes the world to its foundations must usher in a period marked by new economic and social concepts. We must, therefore, assume that the great conflict today will result in certain alterations in our social structure, and that to meet the new conditions, new approaches to our problems and new measures will be necessary. Whatever the shape of things to come, we who are concerned with developments abroad are sure to find our work taking on a different complexion to match the changed character of the times.

There will be difficult questions connected with our overseas trade, to mention but one form of service which we shall be called upon to render to American interests. Some types of commercial activity previously stressed may become obsolete. Economic or politico-economic reporting may become vastly more important—and interesting. Post-war reorganization of trade may demand a corresponding reorientation of administrative effort. It is too early, of course, to foresee exactly what the requirements will be; but it is not too soon for members of the Service to begin thinking of the role which will be assigned to them in a world which, everyone agrees, can never be quite the same.

Departmental officials, it goes without saying, are already giving thought to the ways and means by which the Foreign Service will have to adjust itself to the repercussions which war leaves in its wake. In due course it may be expected that the policy will be made known. Meanwhile, by independent observation, by close study of current trends, and by realistic interpretation of the lessons of history, every one of us can start preparing for the manifold tasks which lie ahead. There is no doubt that in these tasks our highest professional qualifications will be required.



News from the Department

By REGINALD P. MITCHELL, *Department of State*

Ambassador Frank P. Corrigan

The Ambassador to Venezuela, Dr. Frank P. Corrigan, sailed from New York City on July 12 on the S.S. *Santa Rosa* for his post at the conclusion of home leave, which was spent principally in Washington, New York City and his home in Cleveland. He was accompanied by his daughter, Mrs. Albert Earl Pappano, and his granddaughter, Francine Pappano, of St. Louis.

Ambassador Josephus Daniels

The Ambassador to Mexico, Mr. Josephus Daniels, left Mexico City on July 15 and attended the Democratic National Convention in Chicago.

Ambassador William C. Bullitt

The Ambassador to France, Mr. William C. Bullitt, arrived at New York City on July 20 on a Clipper plane from Lisbon. He had proceeded from the temporary French capital at Vichy to Madrid, where he conferred with Ambassador Alexander W. Weddell and Ambassador Anthony J. Drexel Biddle, Jr. Upon arrival, he continued to Washington.

Minister John D. Erwin

The Minister to Honduras, Mr. John D. Erwin, proceeded from Tegucigalpa to New York City in early July and attended the Democratic National Convention in Chicago.

Minister Fay Allen Des Portes

The Minister to Guatemala, Mr. Fay Allen Des Portes, proceeded in an Army plane from Guatemala to Washington in early July and attended the Democratic National Convention in Chicago.

Minister Bert Fish

The Minister to Egypt, Mr. Bert Fish, sailed from New York City on July 11 on the S.S. *Exochordia* for Lisbon, where he planned to proceed by rail to Istanbul en route to Cairo.

Minister Louis G. Dreyfus, Jr.

The Minister to Iran, Mr. Louis G. Dreyfus, Jr., was a frequent visitor in the Department in June and July. He and Mrs. Dreyfus planned to sail from San Francisco on August 24 on the S.S. *President Polk* to Bombay en route to Tehran.

Foreign Service Officers

Ray Atherton, Minister to Denmark, accompanied by Mrs. Atherton, arrived in New York City on June 21 on the S.S. *Washington* from Lisbon, having journeyed from Copenhagen via Bern. Mr. Atherton reached Washington on June 24 and assumed his new duties as Acting Chief of the Division of European Affairs. Mrs. Atherton went to Massachusetts for the Summer.

Frank P. Lockhart, until recently Counselor at Peiping, accompanied by Mrs. Lockhart, visited Washington from June 14 until July 1, when they left for Portsmouth, Virginia, to visit their daughter, Mrs. Robert E. Cofer, whose husband is a Lieutenant Commander in the Navy stationed there. Following their arrival at San Francisco on May 30 on the S.S. *President Coolidge*, Mr. and Mrs. Lockhart visited their home in Texas for several days and also spent a few days in New York City. They planned to proceed to the West Coast in September to depart for his new post as Consul General at Shanghai.

Julian F. Harrington, an F.S.O. of Class V, who is on detail in the Visa Division, was designated as Assistant Chief of that Division on May 29.

James K. Penfield, Consul at Godthaab, Greenland, arrived at Boston on July 9 on the U. S. Coast Guard Cutter *Campbell* from Godthaab in company with the Governor of North Greenland and a group of Danish officials connected with the administration of Greenland. They were met by a representative of the Department and proceeded to Washington, where on July 15 Mr. Penfield and the Governor of North Greenland were received by President Roosevelt at the White House. Mr. Penfield was scheduled to have left Boston in late July on a Coast Guard cutter in returning to Godthaab.

Gerald A. Drew completed his tour of duty in the Division of the American Republics at the end of June and remained in Washington until his scheduled sailing from New York City on a Grace Line vessel on August 2 for Ecuador to assume his new duties as Second Secretary at Quito. He was accompanied by Mrs. Drew and their three daughters.

Leland B. Morris, Consul General at Vienna, sailed from New York City on July 11 on the S.S. *Exochordia* for Lisbon en route to Vienna at the conclusion of home leave.

Delano McKelvey, recently appointed Vice Consul at Vigo at the conclusion of the F.S.O. Training School, sailed from New York City on July 11 on the S.S. *Exochordia* for Lisbon en route to post. Mrs. McKelvey, due to the war, remained in the United States.

William M. Fraleigh, recently appointed Vice Consul at Athens at the conclusion of the F.S.O. Training School, took leave in late June at his home in Summit, New Jersey, and sailed from New York City on July 3 for Lisbon en route to his post.

Leys A. France, F.S.O., who has been on duty in the Department of Commerce, left Washington by automobile on June 28 for Mexico City, where he will serve as Consul.

O. Gaylord Marsh, Consul General at Keijo, Chosen, sailed from San Francisco on July 6 for his post at the conclusion of home leave.

Paul T. Culbertson, Assistant Chief of the Division of European Affairs, arrived in New York



J. F. Harrington



W. S. Farrell

City on July 5 on a Clipper plane from Lisbon, where he served as a member of the American mission to celebrations commemorating Portugal's eighth centennial anniversary.

William S. Farrell, Second Secretary and Consul at Baghdad, began a month's temporary detail in the Division of Near Eastern Affairs on July 11 and planned to sail from San Francisco in late August or early September for his post.

Robert G. McGregor, Jr., Consul at Mexico City, arrived in Washington by plane on June 29 from his post and spent two days en route to his home in New York State to attend ceremonies incident to the retirement of his father from the ministry. He returned to Washington and left by plane on July 3 for his post.

Edward G. Trueblood, until recently Second Secretary at Santiago, assumed his new duties in the Division of the American Republics on July 9. He had the interesting experience of journeying in early April from Valparaiso to Balboa on the S.S. *North Star*, the supply ship of the Byrd Expedition which was returning from the Antarctic. He proceeded by another ship to New York City, and subsequently was on leave receiving medical attention and vacationing at his summer home in Northern Wisconsin. Mrs. Trueblood, accompanied by their eight-year-old daughter Elizabeth and their six-year-old son Guerdon, are expected to arrive in New York City from Chile on July 29 and will join him in Washington.

Charles E. Bohlen, Second Secretary and Consul at Moscow, sailed from New York City on July 11 on the S.S. *Exochordia* for Lisbon en route to his post. He had two details of several days each in the Division of European Affairs shortly before the end of his leave, which he spent principally at Villa Nova, Pennsylvania. Due to the war, Mrs. Bohlen, who had accompanied him from Moscow, remained in the United States.

Earl L. Packer, First Secretary and Consul at Riga, accompanied by Mrs. Packer, visited Washington from June 6 to June 18 during home leave, which was spent principally in California and Utah, and left for San Francisco to sail on June 22 on the S.S. *President Adams* for Kobe. They planned to proceed to Riga via the Trans-Siberian Railway, the route which they took in proceeding to the United States.

T. Eliot Weil, Third Secretary at Chungking, arrived in Washington on July 5 and on July 17 began a month's temporary detail in the Division of Far Eastern Affairs. Following his arrival at San Francisco on May 30 on the S.S. *President Coolidge* from Hong Kong he visited his mother, his sister and her family at Santa Rosa, California, for about a month.

John J. Macdonald, who was recently appointed Second Secretary at Chungking, visited Washington for 10 days in early July and left on July 11 for San Francisco preparatory to sailing from that port on July 20 on the S.S. *President Harrison* for his new post. He concluded a year's actual detail at Princeton University at the end of May and spent the month of June in Bermuda.

La Verne Baldwin, Second Secretary and Consul at Managua, who has been spending home leave principally in Washington, entered upon a detail of about one month and a half in the Division of the American Republics on July 1, at the conclusion of which he planned to resume leave.

Ivan B. White, Vice Consul at Yokohama, began a Summer detail in the Division of Far Eastern Affairs on June 5 at the conclusion of home leave. He arrived with Mrs. White and their small child at San Francisco on April 6 and spent leave principally at their home in Salem, Oregon, and in Washington State.

Whitney Young, who recently was assigned to the Department upon the cancellation of his assignment to be Consul at Palermo, arrived in Washington on July 1 and entered upon his new duties in the Special Division. Mrs. Young and their 11-months-old daughter, Mary Elizabeth, remained at their home in Ogdensburg, New York, and will join him in August.

Robert C. Strong, recently appointed Vice Consul at Durban at the close of the F.S.O. Training School, accompanied by Mrs. Strong, departed from New York City on July 11 on the S.S. *Brazil* for Rio, where they plan to embark on another vessel for South Africa.

Ilo C. Funk, until recently Consul at Hull, accompanied by his family, departed from New York City on July 11 on the S.S. *Brazil* for his new post as Consul at Barbados.

E. Paul Tenney, Vice Consul at Shanghai, visited the Department for several days beginning



T. Eliot Weil



Elvin Seibert

on June 24. He arrived with Mrs. Tenney and their 14-months-old son, Alan, at San Francisco on May 30 on the S.S. *President Coolidge*. After leaving Washington he returned to join his family at Richmond, Indiana.

Elvin Seibert, Third Secretary and Vice Consul at Bangkok, recently entered upon a Summer detail in the Division of Controls.

James Espy, Third Secretary at Tokyo, visited the Department for several days beginning on June 25. Following his arrival at San Francisco on May 30 on the S.S. *President Coolidge* he has been spending home leave at his home in Cincinnati, where he returned to resume leave.

Rufus H. Lane, Jr., Consul at Mazatlan, has been an occasional visitor in the Department in June and July following his arrival at his home in Falls Church, Virginia, from his post by train on June 13. With him are his wife and their 15-months-old daughter, Marian.

Ray L. Thurston, until recently Vice Consul at Naples, accompanied by Mrs. Thurston, arrived at New York City on the S.S. *Excalibur* from their post on July 12. They proceeded to Washington and began two weeks' leave before Mr. Thurston entered upon a detail in the Special Division.

V. Lansing Collins, 2nd., recently appointed Vice Consul at Batavia at the conclusion of the F.S.O. Training School, sailed from San Francisco on July 20 on the S.S. *President Harrison* for his post.

Nicholas Feld, recently appointed Vice Consul at Madras at the conclusion of the F.S.O. Training School, sailed from San Francisco on July 20 on the S.S. *President Harrison* for his post.

Richard H. Hawkins, recently appointed Vice Consul at Brisbane at the conclusion of the F.S.O. Training School, sailed from San Francisco on July 23 with Mrs. Hawkins on the S.S. *Mariposa* for Brisbane.

Arthur B. Emmons, 3rd., recently appointed Vice Consul at Hankow at the conclusion of the F.S.O. Training School, sailed from San Francisco on July 20 with Mrs. Emmons on the S.S. *President Harrison* for Shanghai en route to Hankow.

J. G. Groeninger, Consul at Auckland, arrived at San Francisco on June 11 on the S.S. *Monterey* from his post and visited the Department for several days beginning on June 24. He planned to spend home leave principally in Virginia and Maryland.

News From the Field

FIELD CORRESPONDENTS

ACKERSON, GARRET G., JR.— <i>Rumania, Hungary</i>	HICKOK, THOMAS A.— <i>Philippines</i>
ACLY, ROBERT A.— <i>Union of South Africa</i>	JOSSELYN, PAUL R.— <i>British Columbia</i>
BARNES, WILLIAM— <i>Argentina, Uruguay, Paraguay</i>	KUNIHOLM, BERTEL E.— <i>Iceland</i>
BECK, WILLIAM H.— <i>Bermuda</i>	LANCASTER, NATHANIEL, JR.— <i>Portuguese East Africa</i>
BOHLEN, CHARLES E.— <i>U.S.S.R.</i>	LATIMER, FREDERICK P., JR.— <i>Turkey</i>
BONBRIGHT, JAMES C. H.— <i>Belgium, Holland</i>	LEWIS, CHARLES W., JR.— <i>Central America</i>
BRADDOCK, DANIEL M.— <i>Venezuela, Colombia</i>	LIPPINCOTT, AUBREY E.— <i>Palestine, Syria, Lebnon, Iraq</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>Tokyo area</i>
FULLER, GEORGE G.— <i>Central Canada</i>	SERVICE, JOHN S.— <i>Central China</i>
GADE, GERHARD— <i>Ecuador</i>	SMITH, E. TALROT— <i>Nairobi area, Kenya</i>
GROTH, EDWARD M.— <i>India</i>	WILLIAMS, PHILIP P.— <i>Brazil</i>

American Embassy, Berlin—*Germany*
American Consulate General, Algiers—*Algeria*
American Consulate, Yokohama—*Yokohama area*



Air Raid over Oslo Airport April 18, 1940, showing parachute flares, flaming onions, searchlights and bomb explosion. This photograph was sent to the *Journal* by Consul A. R. Preston, who described the scene as "100 Fourth of Julys rolled into one."

RIO DE JANEIRO

Rio de Janeiro was recently honored by the visit of the U.S.S. *Quincy*, commanded by Captain E. C. Wickham. The vessel remained in port from June 12 until June 17, 1940, and the usual round of official calls and social events took place. The success of the visit, which marked the close friendly relations existing between the Brazilian and American navies, was climaxed on June 14, 1940, when a wreath from the American Navy was placed on the monument to Admiral Barroso, the Brazilian naval hero.

The visit of the U.S.S. *Quincy* is being followed by that of the U.S.S. *Wichita*, flagship of Rear Admiral A. C. Pickens, Commander Cruiser Division Seven, which arrives June 21, 1940.

PHILIP P. WILLIAMS.

HAMILTON, BERMUDA

As a result of bad weather conditions frequently prevailing at Horta, the Atlantic *Clippers* have paid brief calls at Darrell's Island, the Government Air-

port near Hamilton harbor, and recent passengers en route to or from Europe have been:

Miss Rosemary Kennedy, daughter of Ambassador Kennedy at London.

Mr. and Mrs. W. H. Moore (Mr. Moore is secretary to Ambassador Kennedy).

Mr. Alexander C. Kirk, Chargé d'Affaires at Berlin.

Mrs. Myron Taylor, wife of the President's personal representative at the Vatican.

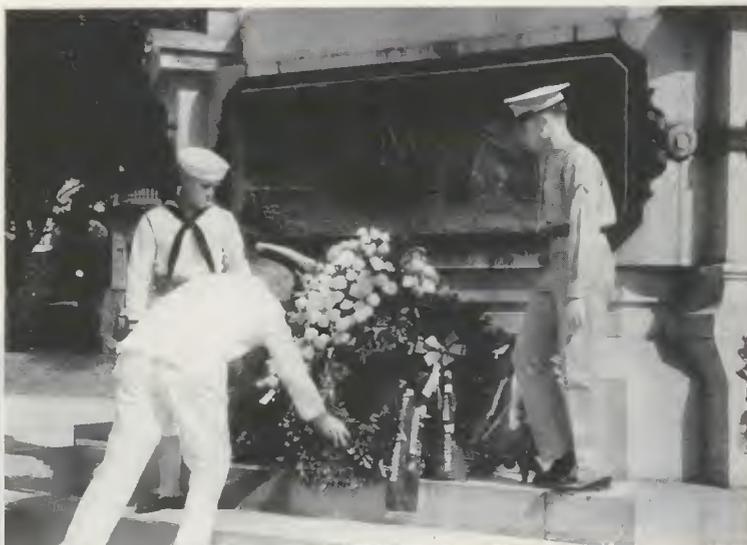
Honorable Sheldon Whitehouse, formerly Minister to Colombia.

If conditions are such that an overnight stop is necessary, passengers are taken by launch to the Belmont Manor Hotel, near the airport, as guests of Pan-American Airways. When brief stops are made fast motorboat service is accorded the Consulate by Pan-American Airways, enabling an officer to meet passengers at the airport.

It would be appreciated if Departmental and For-

(Continued on page 462)

The American Navy honors the Brazilian Navy by placing a wreath on the monument to Admiral Barroso, Brazilian naval hero



Sailors from the U.S.S. *Quincy* in Rio de Janeiro on June 14, 1940, with the famous "Sugar Loaf" in the background

The Bookshelf

J. RIVES CHILDS, *Review Editor*

SIEGE, by Julien Bryan, Introduction by Maurice Hindus, Doubleday, Doran & Co., pp. 64, with 48 full page photographs. \$2.75.

"The bravest women I knew in Warsaw were five girl secretaries who had worked for the embassy and consular officials. We called them the Five Generals. When an air-raid alarm sounded, they were always the last to leave their work, and frequently would go into the dugout below only on the command of the consul general himself. They seemed reluctant to sit idly in the cellar when there was important work to do. Finally, when the shelling got too heavy, they installed several typewriters in the dugouts and continued their work there. They voluntarily went out each morning for food and would come back with vegetables and other much-needed supplies. I never saw one of them cry or break down during the entire siege."

Julien Bryan thus pays fitting tribute to the heroines of the American embassy and consular staffs at Warsaw in his book, *Siege*, a brief history with uncensored and unforgettable photographs of the grueling days of September, 1939, when Poland was crushed by German might.

"The (officers of the) consular staff consisted of ten men who stayed behind in Warsaw," Mr. Bryan says. "John Kerr Davis was in charge, a man who had been through two trying experiences in China. William Cramp, who had served through the siege of Addis Ababa; George Haering, who had had a long period of service with the A. E. F. during the last war, and Carl Birkeland were three of the senior members. Next came E. Tomlin Bailey, Douglas Jenkins, Jr., and M. Williams Blake. Thaddeus Chylinski was another vice-consul. Two other men had also remained behind on orders; Symons, attached to the commercial attaché's office, and Dr. Wickman of the Public Health Service." Mr. Bryan also saw Major Colbern, Military Attaché, and Vice Consul Morton, when they paid an almost unbelievable visit to Warsaw, having driven in from Brest-Litovsk "over a road packed with thousands of soldiers and tens of thousands of refugees."

Julien Bryan was in Eastern Europe bent on making "documentary motion pictures of strange places and peoples." Venturing into Poland, and unaware of the German attack until he crossed the Polish border, he pushed on to Warsaw when everyone else was trying to get out of it and found himself trapped in a photographer's and reporter's paradise.

"All correspondents and motion-picture and press photographers had left the city," he says. "Here was a photographer's dream come true."

The complete co-operation of Warsaw's heroic Mayor Starzynski and of other Polish authorities made it possible for Mr. Bryan to capture with his camera all the tragedy of the last days of the Polish capital. Now the publication of his book has revealed that tragedy to the outside world.

Mr. Bryan ultimately took up his quarters in the American embassy, with the official personnel and about fifty refugees.

"Inasmuch as the embassy was never intended to be used as a hotel or restaurant, it was at best only a makeshift in this emergency," he writes. "We had to be thankful for sleeping space on the floor. Each of us managed to get a pillow or a cushion from a chair upstairs, something to protect us from the hard cellar floor."

"The attitude of the consular officers at the American embassy did not improve my own spirits," Mr. Bryan confesses, "for they were not too optimistic about any of us escaping. They themselves said they couldn't leave, because they were 'waiting for departure orders,' orders that, though sent, never reached us. No cables or radio messages were coming through, but we regularly caught the broadcasts of the B.B.C. I wondered why some bright lad in the State Department didn't send a message to the United States representatives still in Warsaw by way of B.B.C."

"The official group at the embassy might have been justified in assuming that an order to leave the city had been sent. But they felt that they had a duty to perform and were courageously prepared to face death rather than leave until all other Americans had opportunity to go."

The simply written text of *Siege* is moving and dramatic, but more powerful than words are Julien Bryan's remarkable photographs. He has not taken pictures of bombers, tanks, battle lines; he has photographed human beings waging a losing battle against barbaric cruelty, man's eternal struggle for existence. With his pictures he has told a story of destruction and suffering and death—"Design for Lebensraum," a boy alone in the ruins of his home; "Life Goes On" outside a devastated cottage; "Sisters," one the mutilated victim of machine guns; "Saved—two silver spoons, one pair of scissors, one life;" "Boy with Canary," a child trying to save a precious possession.

Members of the Foreign Service, especially those who have known the old Warsaw, will find particular interest in "American Embassy," where the flag and shield protect a shattered window; "American Consulate," where shell holes allow views of the office rooms; and "Milkman," a Lowicz peasant selling milk fresh from the cow before the American embassy.

C. L. HUDDLE.

COMMONWEALTH OR ANARCHY, by Sir John A. R. Marriott, Columbia University Press, pp. 227. \$2.00.

The author of this volume points out that during the last four centuries Europe has four times been confronted by a crisis of exceptional magnitude and that these four great wars, or series of wars, have in each case been followed by an elaborate attempt to find a basis for organized and permanent peace. He presents a brief survey not only of these four schemes, the Grand Design of Henry IV, the Project of the Abbé de Saint-Pierre, the Holy Alliance, and the League of Nations, but also describes the more important intermediate plans.

The description of the various projects is adequate for the purposes of the general reader but the attempt to set them against the appropriate historical background reveals an amazing lack of objectivity both in selection of material and in interpretation. The following passage referring to the *Alabama* Claims is illustrative of the tone of the book:

"An Englishman may be forgiven for thinking that, apart from the original offense for which no excuse can be offered, the conduct of the British Government was, throughout the whole subsequent dispute, exemplary. High credit must also be given to Charles Francis Adams, the American representative on the Geneva Tribunal, for the courage, dignity and tact he displayed under very trying circumstances. But in the long-drawn-out negotiations which preceded the meeting of the Tribunal the tone of the American Government was petulant, provocative and unmannerly, and it might easily have led to lamentable consequences had not the British Government good-humouredly recognized that much of the flamboyant language was intended for domestic

auditors, and was used with an eye upon the electioneering fortunes of the Administration; and had it not exhibited towards youthful ebullitions of temper the forbearance which best befits a dignified disputant enjoying an assured position in society!" (The exclamation point was supplied by the reviewer.)

The contributions of the Americas to the organization of peace is not discussed and as the book was originally published in 1937, the more recent proposals, such as Clarence Streit's *Union Now*, are also omitted.

LLEWELLYN THOMPSON.

BRITAIN, A Study of Foreign Policy from the Versailles Treaty to the Outbreak of War, by E. H. Carr, Longmans, Green & Co., 1939, pp. 196. 6/.

This little volume is more a defense of British foreign policy than an objective interpretation. Of one crucial incident in fairly recent world history the book has this to say:

"The Japanese conquest of Manchuria in 1931 aroused great hostility in the United States; and the legend has grown up that American eagerness to take action against Japan at that time was curbed by British reluctance. Whatever passed between the two Governments on that occasion, the episode can have made

little difference to the march of events, since the only step which could have been taken in common was a gesture of protest."

Mr. Carr finds the economic factor of most importance in analyzing the decline of British world supremacy. Two other factors which he cites are the development of oil fuel and of aviation. Concerning the last mentioned, he remarks: "The development of aviation has probably affected British power even more profoundly than the substitution of oil fuel for coal. But its consequences are more difficult to assess, and do not appear to be all adverse." On this, the immediate future seems likely to render the verdict.

JOURNAL AS AMBASSADOR TO GREAT BRITAIN, by Charles G. Dawes, with a Foreword by Herbert Hoover, New York, The Macmillan Company, 1939, pp. ix, 442. \$5.00.

(Continued on page 470)

BENJAMIN N. CARDOZO, AMERICAN JUDGE, by George S. Hellman. Whittlesey House, pp. 339. \$3.50.

The story of a great American.

THE HAMLET, by William Faulkner. Random House, pp. 421. \$2.50.

Another work by America's Dostoevsky.

THE HEART IS A LONELY HUNTER, by Carson McCullers. Houghton Mifflin, pp. 356. \$2.50.

A fictional work of art.

ALL ABOUT STAMPS, by Mauritz Hallgren. Knopf, pp. 347. \$3.00.

The last word on the subject.



Skokloster

By BUTLER FRANKLIN*

Skokloster

The author's children
by a runestone near
Lake Malaren



A PEACEFUL day in June, 1939, found us en route to Skokloster, the road to which pointed up a northern arm of Lake Malaren, that winds its beautiful, irregular way to the Baltic at Stockholm.

Motoring along the peninsula that once comprised the Skokloster estate of 2,500 hectares, we sighted a rune-stone. It towered well over our heads as we stood about it and took pictures. The border represented a snake's body cut out around the writing, indicating a period several hundred years after the Goths first returned from expeditions to the Black Sea, in 400 A. D. They brought Greco-Roman culture, and the Runic script. They must have come north to take this land in one of their constant feuds with the Svea tribe, referred to by the Roman historian, Tacitus, in 98 A. D. as "inhabiting the land around Lake Malaren, and well established in ships and arms."

*Wife of Lynn W. Franklin, Consul at Stockholm.

These runes resembled tombstones, but were actually monuments of praise to Gothic heroes in a distant land. A similar one we had translated read:

"LET US FOR THE TWELFTH RELATE —
VALKYRIANS HORSE SEES FODDER UPON
THE BATTLEFIELD WHERE TWELVE KINGS
LIE."

Our guide indicated that later still in the 9th century a Chieftain, Ruric, drew men from here for his expedition to found a state that under his successors was to comprise the whole of Russia (named for Ruric's tribe, the Rusi north of Stockholm).

According to the Traffic Association Guide Book: "The first known owner of the Sko estate was Knut Holmgerson, who came of a very old Swedish county family. He had a convent built for the nuns of the Cistercian Order, the chapel of which still exists below the castle. After passing through vari-

ous hands, the estate was appropriated by the Crown during Gustavus Vasa's reign (1523-1560), but was given in 1610 to Field-Marshal Herman Wrangel, an Esthonian nobleman who had settled in Sweden, and whose family owned Skokloster till 1930."

After turning sharply to the right hand shores of the lake, the four green cooper turrets of the castle loomed up over the tree tops.

A little steamer from Stockholm had just unloaded its tourists on the lawn as we drove up. All together we stood there, looking at the great pile on the terrace above us. This was something unusual in Sweden — a castle which was neither a fortress nor an elaborate manor house but a museum built in an age when museums were unknown. The lawn full of tourists seemed to shrink under the gaze of the eighty-seven front windows, a roof of black tiles imported from Holland shading their eyes. We knew ourselves to be as minor in the experience of that old house as a flock of swallows under the eaves.

While waiting for the guides to collect and distribute us according to the language we understood, we read from the book:

"A strong man, consumed by a thirst for enterprise, and a skillful architect, Field Marshal Carl Gustav Wrangel built Skokloster in 1654. He took advantage of the opportunities provided by the Thirty Years War, partly by purchase, partly by the victor's right consecrated by the customs of the time . . . to possess himself of arms . . . and art treasures of the conquered territory."

We entered a court, open to the sky in the middle, around which the castle was built. Polished marble pillars fenced the corridor. Niches in the grav stone wall held classic busts. This lower floor with a library of 22,000 books seemed closed or occupied by resident owners. We mounted a wide staircase to the first floor.

The corridor here was closed in with windows. Between them were hung portraits of Herman Wrangel, the settler from Esthonia, and father of the architect, with twenty of his comrades from the Thirty Years War.

On the walls, under decorated paneling were proverbs in different languages, one of which said: "Les amis sont comme le melon, il faut essayer plusieurs pour recontrer un bon." And again:

"Qualis rex, talis grex."

Between these panels we entered a door to Count Wrangel's apartment. The walls were covered with leather, in gilt designs. There was a portrait of him, one of his wife, Anna Margareta von Haugwitz, and three little sons who all died in childhood.

They looked fragile in long, girlish dresses. The great nobleman had everything, yet lost his sons. On the other wall were two half-grown daughters dressed the same way. They had lived. One was to marry Admiral Brahe, and inherit the castle.

The nineteen dwelling apartments that we were shown all had stucco ceilings, some painted. The white plaster gave lightness so useful in a dark, winter climate. Fireplaces had been built with the castle, large and decorated to the ceiling, not replaced by practical Victorian mantels as in many Swedish palaces. Swedish stoves had been added in each room, however, manufactured in Upsala, at the time of their invention a few years after the construction of the castle, making the heating adequate. The collection of those old tile stoves alone was worth a visit.

There were relics to show the intimacy of the family with the great of their time, such as Gustav Adolphus' pocket book and purse, and a miniature of Napoleon, given by him to the owner of the castle at that time, and Charles XI's christening mug of silver. Someone had been entrusted with Saint Birgitta's (1303-1373) fork. One did not associate her with mortal food, but perhaps it came from the monastery she founded at Vadstuna where her mystic revelations were recorded and found their way to all parts of the world.

In the store rooms were camp beds, constructed when Charles the eleventh (regency 1660-1672) visited the castle with three hundred guests. In a Secretaire of the Paris room was Queen Desideria's coronation oil (for the anointing ceremony). We did not try to smell it.

Next was a Royal apartment filled with portraits of Swedish Kings. One historian says, "The history of Sweden is the history of her Kings." There was Gustavus Vasa, first Swedish King from 1523-1560. In this portrait he looks like an Elizabethan courtier, with a golden beard down to his waist, but his hair was cut short. He has an exquisite, aquiline nose.

He had led the people to revolt from Denmark after the "Massacre of Stockholm" in 1520, when forty Swedish nobles were executed in the market square. Gustavus Vasa created the Sweden we know today. He swept away the German and Hanseatic Trading Corporations which strangled Swedish trade. He reformed the church, and created an army. As a famous poet said, "He cemented our Sweden from foundations to roof."

Portraits of his three sons were in the Royal apartments also. They reigned in turn and neither their quarrels nor war with neighboring countries could shade the foundations of state their father had laid.

(Continued on page 474)

THE great gray lady of all the ruffles and gewgaws on Pennsylvania Avenue and 17th Street has been a bit restless recently. Rumors whisper that she has not slept since last August, and that even before then her nightly repose had not been exactly undisturbed for some time. Outwardly the granite is just as gray and the countless pillars just as countless and immobile. Inwardly the checkered floor corridors retain their unhurried dimness.

But through the night a row of lights glows steadily. The old lady's eyes do not close. Now and then she sparkles as more lights flash on at midnight or at four in the morning, and her outward calm is disturbed as newshawks gather to watch who drives up to the small East door. They ask: "What is going on?"

Something is going on,—continuously. On September first of last year the Secretary ordered that a responsible officer should be on duty in his office 24 hours a day so that action could be taken immediately on anything that might come along, if action seemed advisable, at whatever time that might be.

Three officers were added to the Secretary's force. Working in shifts they cover the time between 4:30 p.m., or 1:30 p.m. on Saturdays, Sundays and holidays, and 9:00 the following morning. Let it not be thought that everyone else goes home at 4:30. The night watch officer spends the interval in going over the day's events and absorbing "the situation" from various Departments officers.

When the Secretary's day staff leave the night man with his special messenger moves to his night quarters near the telegraph and code rooms in the sacred precinct now enclosed by iron grillwork. There, copies of incoming telegrams are brought to him as fast as they are decoded. Messages marked "Triple Priority" and "Rush" are frequently shown to him before the decoding has been completed so that preparations for action can be made if necessary.

Copies of important telegrams are sent by messenger directly to the President and to the Secretary during the early evening, and later, too, as the subject may suggest. At times the White House or the Secretary will indicate an interest in the developments of some question and ask to be informed of

them unusually late. Of course, a development of great importance requiring their attention may go to them by messenger or telephone at any time.

The real work of the night watch is in keeping in mind the important problems affecting the Department so as to be able to evaluate any new angle that may come in by telegram, radio or telephone and, if advisable, to pass it on to the appropriate key men in the Department by telephone. "Sorry to get you out of bed but so and so and so." "Himm. Think I'd better talk that over with—" A few minutes later a voice that has lost some of its sleepiness says: "Will you get this telegram off,—" This all involves not only keeping up with the problems themselves but also maintaining a mental index of what part the various officers may have had in a problem and which ones are right for a new problem. Somehow, there is not a great deal of enthusiasm shown for phone calls which ask only: "Who handles teakwood?"



Night Watch

By WILLIAM D. MORELAND, JR., *Department of State*

The Secretary's Watch Officer acts, in a way, as a clearing house at night. With all the telegrams at hand and all telephone conversations in mind (something ought to be on at *foot*) and his radio on, he is called from time to time by Department officers who want a hint as to whether there is a possibility of work to be done later in the night, or simply want "a picture of the situation" as it has developed since they left the office, to sleep on.

The Watch Officer's telephoning is not confined to his own Department. As the occasion may dictate he communicates with his colleagues in other Departments or agencies, and they in turn will call him directly on any urgent matter. This has undoubtedly resulted in a few additional nights of unbroken sleep for others as many of these matters can then be handled on the basis of earlier discussions or instructions.

At times the Secretary, himself, has found it necessary to go to his office during the night. The watch officer, having kept the available information currently in shape, spends the few minutes before the Secretary's arrival in notifying such other officers as may be desired in conference and in outlining to the Code Room the possible incoming messages which would be of greatest interest during

(Continued on page 466)



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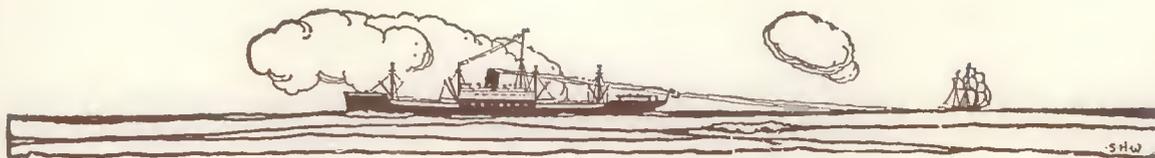
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Foreign Service Changes

The following changes have occurred in the Foreign Service since May 25, 1940:

Robert English of Hancock, New Hampshire, Third Secretary of American Legation and American Consul at Ottawa, Canada, has been designated Second Secretary of American Legation at Ottawa, and will continue to serve in dual capacity.

Cecil B. Lyon of New York, New York, Third Secretary of American Embassy at Santiago, Chile, has been designated Second Secretary of American Embassy at Santiago.

Randolph Harrison, Jr., of Lynchburg, Virginia, Third Secretary of American Embassy and American Consul at Rio de Janeiro, Brazil, has been designated Second Secretary of American Embassy at Rio de Janeiro, and will continue to serve in dual capacity.

Robert Janz of Norman, Oklahoma, American Consul at Bahia, Brazil, has been assigned for duty in the Department of State.

Woodruff Wallner of New York, New York, American Vice Consul at Paris, France, has been designated Third Secretary of American Embassy at Paris, and will serve in dual capacity.

The assignment of Richard A. Johnson of Moline, Illinois, as American Vice Consul at Barcelona, Spain, has been canceled. Mr. Johnson has now been assigned American Vice Consul at Naples, Italy.

The following changes have occurred in the Foreign Service since June 8, 1940:

Alexander V. Dye of New York, American Foreign Service Officer, designated as Commercial Attaché at London, England, has been assigned to the Department of State for duty and detailed to the Department of Commerce.

John R. Minter of North Carolina, now serving in the Department of State, has been designated First Secretary of American Legation at Canberra, Australia.

Gerhard Gade of Lake Forest, Illinois, Second Secretary of American Legation and American Consul at Quito, Ecuador, has been designated Sec-

ond Secretary of American Legation and American Consul at San Salvador, El Salvador.

Sheldon T. Mills of Portland, Oregon, now serving in the Department of State, has been designated Second Secretary of American Embassy at Santiago, Chile.

R. Borden Reams of Luthersburg, Pennsylvania, American Consul at Copenhagen, Denmark, has been designated Second Secretary of American Legation at Copenhagen, and will serve in dual capacity.

Elbridge Durbrow of San Francisco, California, now serving in the Department of State, has been designated Second Secretary of American Embassy at Rome, Italy.

The American Consulate at Ensenada, Mexico, is being transferred to Tijuana, Mexico, effective after July 1, 1940. Gerald A. Mokma of Leighton, Iowa, American Consul at Ensenada, Mexico, has been assigned American Consul at Tijuana, Mexico.

Walter W. Hoffman of Santa Barbara, California, Third Secretary of American Legation and American Vice Consul at San Salvador, El Salvador, has been assigned American Vice Consul at Hong Kong.

W. Garland Richardson of Richmond, Virginia, American Vice Consul at Tokyo, Japan, has been assigned American Vice Consul at Dairen, Manchuria.

Lampton Berry of Columbia, Mississippi, American Vice Consul at Durban, Union of South Africa, has been assigned American Vice Consul at Calcutta, India.

John C. Pool of Middletown, Delaware, American Vice Consul at Hong Kong, has been designated Third Secretary of American Legation and American Vice Consul at La Paz, Bolivia, and will serve in dual capacity.

Herbert P. Fales of Pasadena, California, American Vice Consul at Vienna, Germany, has been assigned American Vice Consul at Tokyo, Japan.

Norris S. Haselton of West Orange, New Jersey, now serving in the Department of State, has been assigned American Vice Consul at Calcutta, India.

The assignment of B. Miles Hammond of South

Bill Cochran recently caught his first tarpon — 6 ft. ½ in. — proudly displayed in the foreground. Word comes of a 6 ft. 3er caught by Bob Hale — but the JOURNAL has received no pictorial verification.

SERGLIMPSES

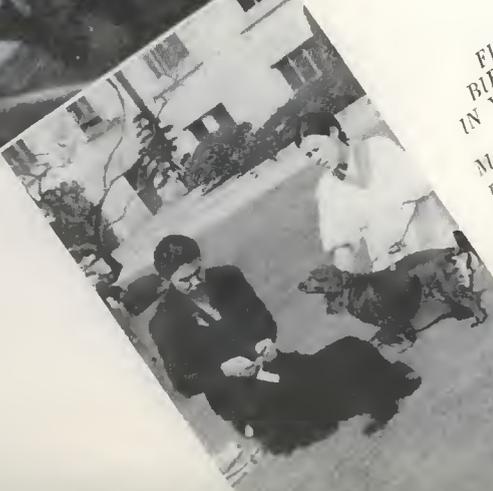
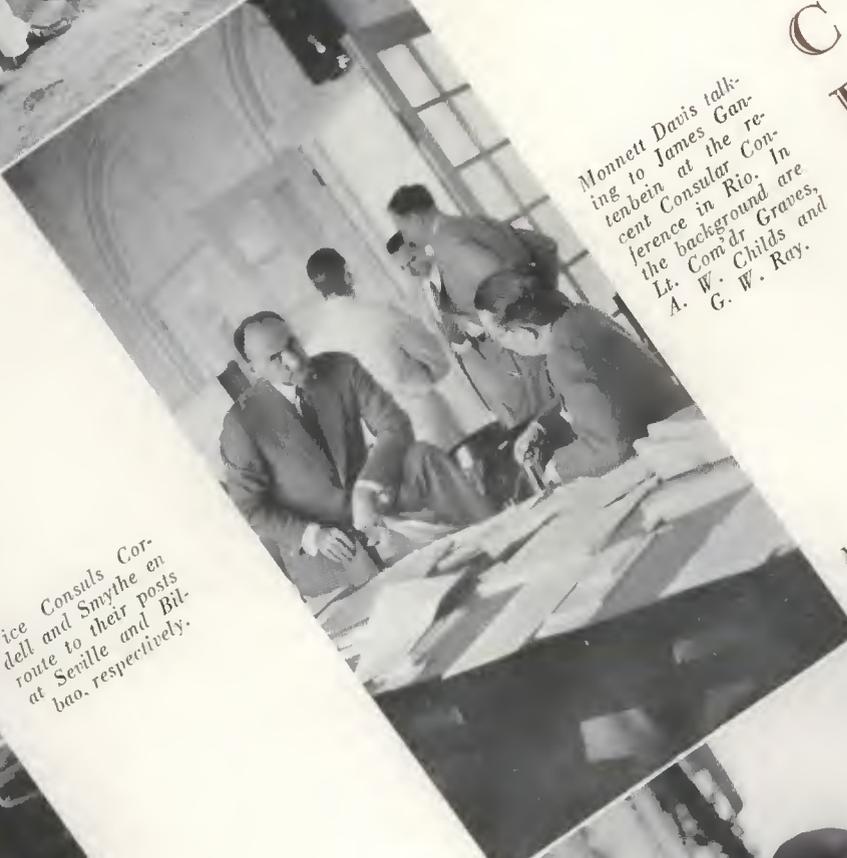
Monnett Davis talking to James Gantenbein at the recent Consular Conference in Rio. In the background are Lt. Comdr Graves, A. W. Childs and G. W. Ray.

Vice Consuls Cordell and Smythe en route to their posts at Serille and Bilbao, respectively.

Margaret Lynch became Mrs. Taylor W. Gannett on February 17 at Bordeaux. Consul Dick gave the bride away and Vice Consul Thompson was best man.

FIFTH BIRTHDAY IN YOKOHAMA

Mrs. Boyce ties a ribbon on Thucydides' neck while the maid holds Lady Hamilton who is impatient in anticipation of the soon-to-be-served ham and eggs on a silver platter.



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Carolina, as American Vice Consul at Naples, Italy, has been cancelled. Mr. Hammond has now been assigned American Vice Consul at Halifax, Nova Scotia.

The officers who have been assigned to the Foreign Service School since March 5, 1940, have now received the following assignments:

Niles W. Bond of Lexington, Massachusetts, assigned American Vice Consul at Yokohama, Japan.

William O. Boswell of New Florence, Pennsylvania, assigned American Vice Consul at Vienna, Germany.

Donald W. Brown of New York, New York, designated Third Secretary of American Embassy and American Vice Consul at Bogotá, Colombia, and will serve in dual capacity.

Charles R. Burrows of Willard, Ohio, designated Third Secretary of American Legation and American Vice Consul at La Paz, Bolivia, and will serve in dual capacity.

V. Lansing Collins, II, of New York, New York, assigned American Vice Consul at Batavia, Java, Netherlands Indies.

Arthur B. Emmons, 3d, of Dover, Massachusetts, assigned American Vice Consul at Hankow, China.

Nicholas Feld of Vicksburg, Mississippi, assigned American Vice Consul at Madras, India.

William N. Fraleigh of Summit, New Jersey, designated Third Secretary of American Legation and American Vice Consul at Athens, Greece, and will serve in dual capacity.

Fulton Freeman of Pasadena, California, assigned Language Officer at the American Embassy, Peiping, China.

Boies C. Hart, Jr., of Mystic, Connecticut, assigned American Vice Consul at Genoa, Italy.

Richard H. Hawkins, Jr., of Pittsburgh, Pennsylvania, assigned American Vice Consul at Brisbane, Australia.

Martin J. Hillenbrand of Chicago, Illinois, designated Third Secretary of American Legation and American Vice Consul at Baghdad, Iraq, and will serve in dual capacity.

Delano McKelvey of Washington, District of Columbia, assigned American Vice Consul at Vigo, Spain.

Robert C. Strong of Beloit, Wisconsin, assigned American Vice Consul at Durban, Union of South Africa.

Non-Career

Oscar C. Harper of Texas, American Vice Consul at Ensenada, Mexico, has been appointed American Vice Consul at Tijuana, Mexico.

Alfonso F. Yepis of Arizona, American Vice Consul at Ensenada, Mexico, has been appointed American Vice Consul at Tijuana, Mexico.

Henry T. Dwyer of Rhode Island, American Vice Consul at Agua Prieta, Mexico, has been appointed American Vice Consul at Guaymas, Mexico.

James C. Powell, Jr., of El Paso, Texas, American Vice Consul at Guaymas, Mexico, has been appointed American Vice Consul at Mexico City, Mexico.

Robert Jakes, 3d, of Nashville, Tennessee, American Vice Consul at St. Pierre-Miquelon, has been appointed American Vice Consul at Bahia, Brazil.

William H. Christensen of Wilmot, South Dakota, American Clerk at Winnipeg, Canada, has been appointed American Vice Consul at Barbados, British West Indies.

The following changes have occurred in the Foreign Service since June 15, 1940:

Erle R. Dickover of Santa Barbara, California, American Consul General at Batavia, Java, Netherlands Indies, has been assigned American Consul General at Melbourne, Australia.

Walter A. Foote of Hamlin, Texas, American Consul at Melbourne, Australia, has been assigned American Consul at Batavia, Java, Netherlands Indies.

Reginald S. Castleman of Riverside, California, American Consul at Sao Paulo, Brazil, has been assigned American Consul at Bahia, Brazil.

Daniel M. Braddock of Grand Rapids, Michigan, Second Secretary of American Embassy at Caracas, Venezuela, has been assigned American Consul at Porto Alegre, Brazil.

Gerald A. Drew of San Francisco, California, now serving in the Department of State, has been designated Second Secretary of American Legation and American Consul at Quito, Ecuador, and will serve in dual capacity.

John J. Macdonald of St. Louis, Missouri, now serving in the Department of State, has been designated Third Secretary of American Embassy at Nanking, China.

The assignment of Whitney Young of New York, New York, as American Consul at Palermo, Italy, has been canceled. Mr. Young has now been assigned for duty in the Department of State.

John Davics, Jr., of Cleveland, Ohio, American Vice Consul at Hankow, China, has been assigned for duty in the Department of State.

Elim O'Shaughnessy of New York, New York, Third Secretary of American Embassy and American Vice Consul at Rio de Janeiro, Brazil, has been assigned American Vice Consul at Natal, Brazil.

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

J. Graham Parsons of New York, New York,
(Continued on page 460)

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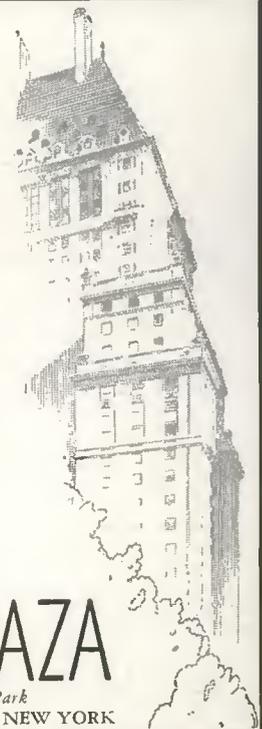
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Can a Woman Be a Diplomat? *

By HERBERT WRIGHT

ANY woman knows the answer to this question, if by "diplomat" one means a person of tact. For the good mother uses tact twenty-four hours a day in preserving peace among the individuals in the home, no two with the same dispositions, aspirations or ambitions. The young woman who has not yet taken a husband rarely fails to use tact in handling prospective suitors. The clever woman in professional life must be tactful in combating the prejudice of the competitive male. As Lady Blanche, Professor of Abstract Science, in that most delightful of the Gilbert and Sullivan operas, *Princess Ida*, phrased it:

Diplomacy: The wiliest diplomat
Is absolutely helpless in our hands,
He wheedles monarchs—woman wheedles him!

The diplomat, however, requires considerably more than mere tact. There are some who believe that the very exercise of diplomatic functions by women, if not impossible, is highly undesirable or inexpedient. There are a number of reasons. First, the unfavorable attitude generally toward women as diplomats would at the very outset raise a handicap for her, as the fulfilment of her mission would be almost foredoomed to failure. Second, there are a number of posts, especially the ones usually assigned to the neophyte, in which the rigors of climate and other peculiarities of locality would preclude her appointment. Yet her assignment to more desirable posts would tend to weaken the morale of the men, who would naturally expect equality of treatment for all members of the Foreign Service. Third, a woman, especially the attractive and accomplished woman sure to be appointed, would be apt sooner or later to succumb to the temptation of marriage, which would either entail her resignation just when she was becoming useful or would involve her in various complications.

The experience of the United States has not been a particularly happy one in this regard. Since 1923, six women have been appointed Foreign Service officers, Miss Lucille Atcherson of Ohio was appointed in 1922, served in the Department of State, in Berne and Panama, and resigned in 1927 to marry. Miss Patty Field of Colorado was appointed in 1925, served at Amsterdam and resigned in 1929 to accept a position with the National Broadcasting Cor-

poration. Miss Frances E. Willis of Illinois was appointed in 1927 and has served in Valparaiso, Santiago, Stockholm and Brussels, where she now is second secretary. Miss Margaret Warner of Massachusetts was appointed in 1929, served in the Department and in Geneva, and resigned in 1931 on account of ill health. Miss Nelle B. Stogsdall of Nebraska was appointed in 1921, served in the Department and in Beirut, and resigned in 1931 to marry. Miss Constance R. Harvey of New York was appointed in 1930 and has served in Ottawa and Basel, where she is now vice consul. In addition to these, Miss Margaret M. Hanna of Michigan, after rising to be Chief of the Division of Coördination and Review in the Department, was in 1937 appointed consul at Geneva. It will be noted that four resigned after a comparatively short service and that none were assigned to undesirable posts.

But some might say that the objections raised are not valid in the cases of women as chiefs of diplomatic missions. The appointment of Mrs. J. Borden Harriman by President Roosevelt as Minister to Norway revived this question of woman's place in diplomacy. "Revived," I say, because five years ago the President did what was considered a startling and almost unprecedented thing when he appointed Mrs. Ruth Bryan Owen Minister to Denmark. Many persons lift their brows at the propriety of such an act, questioning whether any woman, no matter how talented, possesses the requisites for the difficult tasks of the diplomat. And now they also charge that such an appointment may lead to unusual consequences. They cite the marriage of Mrs. Owen to a Danish citizen and the citizenship question raised thereby, the solution of which might have been quite embarrassing, had she not resigned. On the other hand, many others point to her excellent record to prove that not only can a woman be a diplomat, but in some respects may even surpass a man.

All, however, apparently agree that the question is new. And yet it is far from being new except in American foreign policy, thus bearing out the remark of Mademoiselle Bertin, milliner to Marie Antoinette, that "There is nothing new except what is forgotten." In fact, the question is as old almost as recorded history, which demonstrates conclusively that embassages not only have been entrusted to

*From the *North American Review*.

women, but sometimes with the greatest profit to the State.

We may pass over the Sabine women under the leadership of Hersilia, who arranged peace between Romulus and Tatius, the Sabine king. Likewise, Veturia, mother of Coriolanus and Volumnis, his wife, who went out to parley with Coriolanus and the Volsci, then threatening the city. No one doubted, says Dionysius of Halicarnassus, that the office was an appropriate one to women, but some feared that the enemy, by disregarding the law of nations, might obtain possession of the city without the hazards of war. And so, says Livy, a city which its men could not defend by arms was defended by the entreaties of its women.

One of the outstanding women diplomats of all time, however, was a woman whose sanctity overshadows her other achievements, St. Catherine Benincasa, born in Siena in 1347, the twenty-sixth child of her mother. In 1376, mainly through the misgovernment of papal officials, war broke out between the city-state of Florence and the Holy See. The rebellious Florentines had been placed under an interdict by the Pope for murdering the Papal Nuncio. The Pope had already sent Catherine to secure the neutrality of Pisa and Lucca, when the Florentines implored her to assist them in fresh negotiations with the Pope. Accordingly, she was commissioned to undertake the difficult task of interviewing Pope Gregory XI at Avignon. So persuasive was her presentation of their case that the Pope committed the treaty of peace to Catherine's decision. As far as Catherine was concerned, her mission was a success, but because of brief tenure of office in Florence, a new set of men were in power and their policies were averse to peace, and so, "the patient died."

But so profoundly had she impressed the Pope that, in spite of the opposition of the French king and the Sacred College, he returned to Rome. In the following year Gregory commissioned her to restore the observance of the interdict in Florence and to make another attempt to obtain peace. The first objective she attained almost at once, but the second was delayed by the factious conduct of her Florentine associates. Shortly after Gregory XI had been succeeded by Urban VI, the arduous negotiations of Catherine over a period of five months resulted in peace being signed at Florence and the interdict lifted.

Other examples of women diplomats in fifteenth-century Italy were Lucrezia de Medici, wife of Piero the Gouty, who in 1467 went to Rome to negotiate a marriage for her son, Lorenzo the Magnificent, to one of the Orsini and Isabella d'Este, whose husband, Ludovico Sforza, Duke of Milan, charged her

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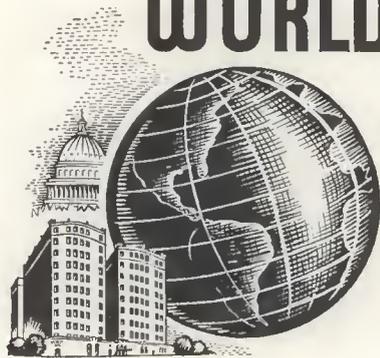
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In 1508 the Archduchess Margaret of Austria, in the name of her nephew, Charles V, concluded and signed the League of Cambrai with the Cardinal of Rouen. This was an agreement to oblige the Republic of Venice to restore the places which it held from the Pope, the Empire and Louis XII. In 1529 the Archduchess Margaret and the Duchess Louise of Savoy, mother of Francis I, signed at Cambrai the treaty of peace known historically as the *Traité des Dames*, by which the sons of Francis I, who were prisoners in Spain, were released, Charles V gave up all claim on the Duchy of Burgundy and secured to himself Flanders and Artois, and French influence was eliminated from Italy.

James Howell recalls the case of a woman named Sardaus, who about 1648 frequently made the trip between Brussels and The Hague and was thus known as "the go-between (*entremetteuse*) of peace."

It will be seen that many noble women have conducted negotiations, but they did not enjoy the official character of ambassador. "The Marshallese of Guebriant," says Abraham de Wicquefort, "was the first Lady . . . that has had this Quality annex'd to her own person, and she may perhaps be the last." In 1645, during the Thirty Years' War, she was named ambassadress of France in order that she might appear with greater lustre in conducting to Warsaw the Princess of Gonzaga, Marie Louise of Mantua, the spouse of Wladislas, King of Poland.

Wicquefort's qualified prophecy turned out to be erroneous, as France sent and received women as diplomatic representatives on a number of occasions. The Countess Flecelles de Brégy replaced her husband as ambassador in Poland and Sweden and as such had correspondence with Louis XIV. Catherine de Neuville-Villeroy, Countess of Armagnac, was sent as ambassadress extraordinary to Savoy-Sardinia in 1663. To the same post were sent Françoise de Lorraine, Duchess of Vendôme, in 1665, and Anne, Princess of Lillebonne, in 1684.

In 1670, "the beautiful, graceful, and intelligent Henrietta, Duchess of Orleans, sister of Charles II, sister-in-law of Louis, and a favorite with both," as Lingard phrased it, was the chief agent between the English and French courts in a negotiation lasting several months. Since her father was Charles I of England and her mother was Henrietta Maria of France, she enjoyed the confidence of both courts and was successful in negotiating the secret treaty signed at Dover just ten years from the day on which Charles II landed there amidst the acclamations of a too confiding people. By this treaty Charles bound himself to join his arms to those of Louis of France for the purpose of destroying the

power of the United Provinces, and to employ the whole strength of England in support of the rights of the House of Bourbon to the monarchy of Spain. Louis engaged to pay a large subsidy, and promised that, if any insurrection should break out in England, he would send an army at his own charge to support his ally. Though Henrietta was the chief agent in negotiating this treaty, her principal, the King of England, himself was chiefly answerable for the "most disgraceful articles" which it contained.

Although not a diplomat, Christine de Pisan (1363-1431) merits attention here because of her writings in the field of diplomacy. She was born in Venice of Bolognese parents, but when her father became astrologer and physician to Charles V of France, she accompanied him and became at heart and by upbringing thoroughly French. Married at 15 and a widow at 26, she took to writing to support her three children. But her contribution to diplomacy is to be found in her *Livre de Faits d'Armes et de Chevalerie*, a virtual code of the law of nations of feudal society.

In modern times, the sex of diplomatic agents is gradually becoming an important issue. Most states are disinclined to accord *agrément* when the proposed agent is a woman. It is true, however, that recently some states have shown a tendency to make no distinction on sex. In 1922 the U.S.S.R. sent a woman, Madame Kellontai, first to Oslo, then for a short time to Mexico, and for the past eight years to Oslo again. The examples of Denmark and Norway also, in receiving Mrs. Owen and Mrs. Harriman as envoys of the United States, illustrate this new tendency. Loyalist Spain sent a woman, Madame de Palencia, to Stockholm. The Scandinavian countries, at any rate, no longer have any prejudice against women as diplomats. As recently as July, 1939, Chile sent the charming Alicia Viera, the only woman to hold an official position in the Chilean diplomatic service, to Washington as secretary to the Chilean Embassy.

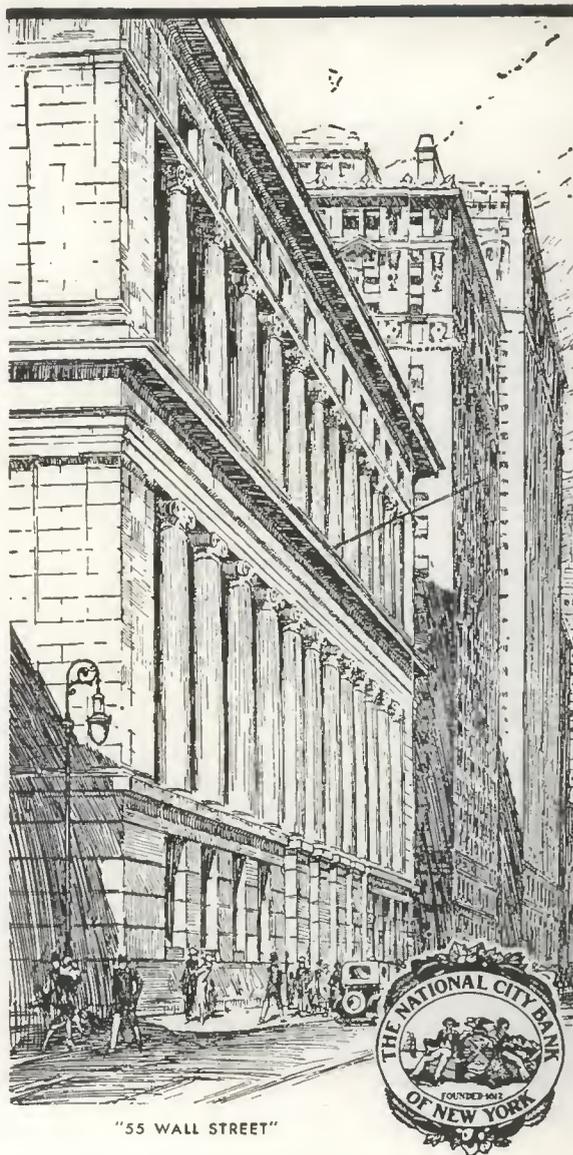
So the answer to the question, "Can a woman be a diplomat?" is—women have been diplomats. As to whether women should be diplomats, let Cornelius van Bynkershoek, writing in 1737, speak:

"As in every argument arising from the law of nations, so here, reason and custom present different aspects. Surely reason does not prohibit women from serving as envoys, for you will find in them the qualifications that are demanded by law for envoys. I do not, like Plato, consider women the equals of men in all respects, for I know that men and women have certain qualities peculiar to each, certain common to both. One would not with good success have women bear arms. . . . However, on embassies one does not apply force, but rather intelligence, diligence, alertness, threats, and flattery, of which women are capable, sometimes to a greater degree than men.

". . . Tell me, pray, in what respects men are superior to

(Continued on page 469)

AUGUST, 1940



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A Gang of Pickpockets Which Buys and Sells Boys

TWO days ago, we related the affair of the capture of a gang of thieves which had been accustomed to buy young boys and employ them in picking pockets and in stealing. Today we wish to relate some of the things which happened in the course of the investigation before the Parquet.

Some of the young boys were called up for investigation yesterday. Among them the boy known as "Hamama" (Pigeon), who had been bought by one of the leaders of the thieves for L. E. 5 because of his cleverness in picking pockets and his ability to evade capture.

During the course of the investigation, Mtre. Riad el Gamal entered the office and stood talking to one of the agents of the Parquet. One of the officers, desiring to show to the one who was investigating the case the cleverness of these boys in picking pockets, asked "Hamama" to pick the pockets of Riad el Gamal. The boy did so, taking his spectacle case from the upper outside

pocket of his coat without the lawyer being aware of what was going on. The onlookers were amazed at the light-fingeredness of the boy and his cleverness in picking pockets. The officer then returned the spectacles to the lawyer, who in his turn was amazed and began to feel through his pockets for his watch and his pocketbook. The boy said to him, "Don't be afraid, if I had wanted to take them from you, I would have done it."

The correspondent of "Al Ahram," wishing to know more about "Hamama," who is not more than eleven years of age, began to ask him some questions:

*This tale is a liberal translation from *Al Ahram*, greatest Moslem newspaper in the world, which is published in Cairo. Issue of Nov. 28, 1939. The translation was made by the Egyptian Press Translation Service.

Q—When did you begin to learn how to pick pockets?

A—I was very small.

Q—Don't you know where your parents are?

A—I don't know at all, but I am sure that the day will come when I shall see them.

Q—How is that?

A—Because the proverb says: "the paths of the living cross one another."

Q—What do you do with the money which you steal?

A—I give it to my "boss."

Q—Why don't you keep it for yourself?

A—That would not be right; why did he buy me anyhow?

Q—How much does he give you when you turn over to him all you steal?

A—Not a thing—sometimes I may get from him a piastre or two so that I can go to the cinema.

Q—Are you stealing all the time?

A—No, I don't steal except when the "boss" is standing near me, because this is the rule of picking pockets, so that if I should get caught, nothing would be found on me.

Q—Do you expect to stay with your "boss" all your life?

A—No, when I grow up, I will become a "boss" myself like him and buy some boys for myself.

This young boy is small in stature, thin, yellow faced, with sparkling eyes which denote great intelligence.

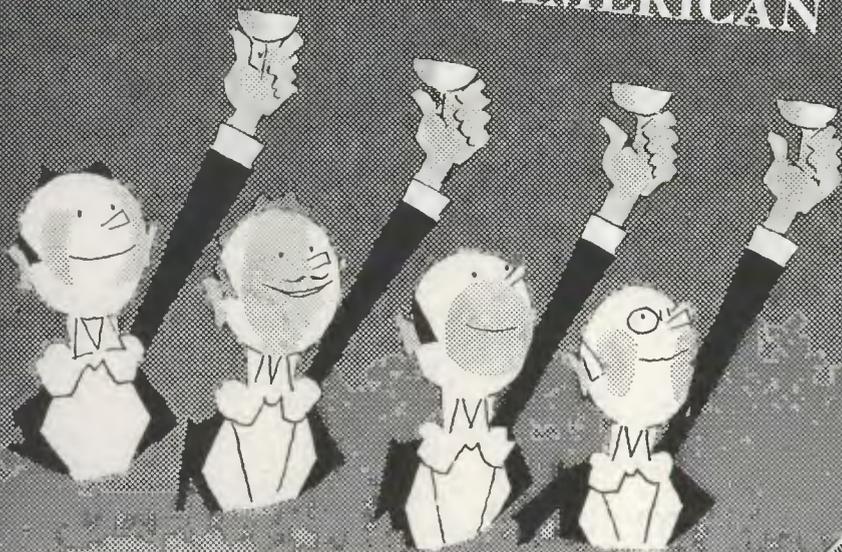
When the correspondent of "Al Ahram" started to go away, the boy said to him, "Be careful not to write anything bad about me or else I shall pick your pockets."



Cairo Street Scene

Courtesy Gordon P. Merriam

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FOREIGN SERVICE CHANGES

(Continued from page 453)

American Vice Consul at Mukden, Manchuria, China, has been designated Third Secretary of American Legation and American Vice Consul at Ottawa, Canada, and will serve in dual capacity.

Prescott Childs of Holyoke, Massachusetts, American Consul at Barbados, British West Indies, has been designated Second Secretary of American Embassy and American Consul at Rio de Janeiro, Brazil, and will serve in dual capacity.

Edward D. McLaughlin of Arkansas, Second Secretary of American Embassy at Mexico City, Mexico has been designated Second Secretary of American Embassy and American Consul at Rio de Janeiro, Brazil, and will serve in dual capacity.

Robert English of Hancock, New Hampshire, Second Secretary of American Legation and American Consul at Ottawa, Canada, has been assigned American Consul at Wellington, New Zealand.

Leys A. France of Ohio, assigned to the Department of State and detailed to the Department of Commerce for duty, has been assigned American Consul at Mexico City, Mexico.

The following officers of the Foreign Service have been detailed to the places indicated, where American Consulates have been established for the purpose of performing non-immigrant visa services only:

Lynn W. Franklin of Bethesda, Maryland, to Fort Erie, Ontario.

Norris B. Chipman of Washington, District of Columbia, to Kingston, Ontario.

Benjamin M. Hulley of De Land, Florida, to Sault Ste. Marie, Ontario.

Hedley V. Cooke, Jr., of Orange, New Jersey, to Sherbrooke, Quebec.

Thomas J. Cory of Glendale, California, to Trail, British Columbia.

NON-CAREER

The American Consulate at London, Ontario, Canada, has been transferred to Sarnia, Ontario, Canada. Charles E. B. Payne of Michigan has been appointed American Vice Consul at Sarnia, Ontario, Canada.

William R. Morton of Brooklyn, New York, American Vice Consul at Warsaw, Poland, has been appointed American Vice Consul at Quebec, Canada.

BIRTHS

A son, Nils Frederick Anthony, was born in Washington, on May 23, to Mr. and Mrs. Elvin Seibert. Mr. Seibert is assigned to the Department.

A daughter, Anne Catherine, was born at Buffalo, New York, on June 27, to Mr. and Mrs. Carl Breuer. Mr. Breuer is Vice Consul at Lima.

WASHINGTON'S NEW AIRPORT

(Continued from page 429)

quarters of the various airlines which occupy the flying field front of this ground floor with space for their dispatchers, flying and mechanical crews and service men and the gear necessary for refueling, charging batteries, trucking mail and baggage, etc., all of which gear will be kept off the apron except when in actual use.

Ten feet above this ground floor level is the passenger concourse, with a terrace along the flying field side and access to the traffic circle on the other side. It will be necessary for passengers to descend from this level for access to airplanes of the present type, but Col. Smith pointed out that with the probable early adoption of transport planes with tricycle landing gears, in which the plane door is approximately ten feet above the ground at all times, movable gangways may be used for access to such planes direct from the terrace and concourse on the passenger level.

When Chairman Robert H. Hinckley of the Civil Aeronautics Authority presented the final plans to the President, informing him of the rapid progress being made the dry fill and grading proceeding at a pace that keeps the whole work well ahead of schedule, Mr. Hinckley told the President that the flying surface would be ready for use by July 4 and that the entire project, including all buildings, landscaping and roads, would be ready by Labor Day. Discussing the project generally, Chairman Hinckley said,

"This airport was conceived as much more than a service to the nation's capital city. It was conceived as a model for what other such terminals may be. Washington, of course, was fortunate in the possession of a site capable of development so close to the city. But that very proximity imposed aesthetic obligations never before incurred in airport construction in this country. Not only have those aesthetic obligations been met in these plans, but, we feel sure, the utilitarian necessities have been met for the present and for as far into the future as our knowledge of aeronautics can reach.

"Approaches from eight directions are clear and safe. For miles in each direction it is possible for a plane to approach the runways at an angle as flat as forty to one without flying over congested areas. When an instrument landing system is finally adopted, as it will be soon, it may easily be applied to such a field as this. Structures are grouped within an angle of about one-tenth of the flying area's circumference and they lie within the angle covered by the heights to the west of the airport which could not, in any event, be removed. Few airports, indeed, enjoy such favorable surroundings."

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THE CONSULAR BUILDING AT YOKOHAMA
A wood block print showing the garden on the south side. Courtesy of Richard F. Boyce

The entire flying area of 750 acres will lie at least a foot and a half above the highest flood level ever recorded in the Potomac at this point. As much of the hydraulic fill has been taken from the channel of the river, the cross section of the channel has been increased and the consequent greater flow-off through the channel is expected to diminish the possibility of flooding the airport site as well as to lessen the necessity for further periodic dredging of the channel itself.

All available office space in the terminal building is now under negotiation for lease to airlines and other flying interests as is all hangar and adjacent shop and office space in that group. The layout for any additional buildings provides for the preservation of the Abingdon site with the preservation of the ruins of the homestead of the Custis family so intimately associated with George Washington and the entire history of this region.

The first aircraft landing on the Airport was made May 28, 1940, when Thomas H. Beck, head of the National Aviation Forum, landed with an official party from the Goodyear Blimp, "Enterprise," to place a brass plaque at the runway intersections.

The Washington National Airport will be as safe from the flyer's viewpoint as any comparable major airport in the world. In addition it will fit in beautifully with the character of Washington's surroundings.

NEWS FROM THE FIELD

(Continued from page 443)

Foreign Service Officers would telephone the Consulate from the airport when stopovers are made at Bermuda.

WILLIAM H. BECK.

JERUSALEM

Consul General and Mrs. Ely E. Palmer of Beirut were in Jerusalem during Holy Week. Their many friends here, where Mr. Palmer was formerly stationed, made the most of the visit. Prior to coming to Jerusalem, Mr. and Mrs. Palmer toured Egypt.

On their way back to Athens after home leave, Third Secretary and Mrs. Foy Kohler visited Jerusalem early in May. Consul General Wadsworth, whose reputation as a guide to the Holy Places is second to but few, saw personally to their pilgrimage, for he had been an usher at their wedding in Bucharest five years ago.

Vice Consul and Mrs. Aubrey Lippincott and their young son, arrived in Palestine on May 4th, after having spent home leave with their families on the West Coast. Their furniture, forwarded from their former post at Madras, is now somewhere at sea on a vessel permanently diverted from its regular course as a result of Italy's entry into the war.

During May Colonel MacLean of the United States Infantry paid a visit to Palestine on his way home from duty in the Philippines by way of China, India, and the Middle East. He is the third of three American military intelligence officers to visit Palestine in recent months, the first two being Major Fortier from Belgrade and Colonel Cheadle from Hungary. As he planned to continue his travels by motor the 3,000 miles along the North African coast, we wonder if he, too, was "caught" on Italian territory that tragic day of June 10th.

Consul General Wadsworth made a flying weekend visit to Damascus in May where he was the guest of Comte Jean de Hauteclocque, the Resident Delegate of the French High Commissioners for Syria and the Lebanon. They had been Counsellors of Legation together at Bucharest in 1934 and 1935. A week after Mr. Wadsworth's visit it was learned that M. de Hauteclocque's famous chateau at Saint Pol, Pas de Calais, had fallen into German hands. Not a few foreign service officers and their families have enjoyed its well-known hospitality. Syria, it may be noted, is administered by the Quai d'Orsay, in contrast to Palestine which is under British Colonial Office administration.

Mrs. George Wadsworth left Haifa on the S.S. *Exorchorda* of the American Export Lines on June 1st, on her annual visit to the United States. The fact that the ship was scheduled to arrive in Genoa the day Italy entered the war has given us all serious concern, especially as no communication can be had with Italy and as the radio brings us daily word of Allied bombings of Genoa and other Italian cities.

George H. Earle, Jr., son of the American Minister to Bulgaria, arrived in Jerusalem on the day Italy entered the war. The following morning he was the only traveller permitted to leave Palestine, the Consul General's car taking him to Syria to catch what was believed to be the last regular departure of the Anatolia-Orient Express for Istanbul and Sofia.

On June 12th the first evacuees from Egypt, Mrs. Raymond A. Hare, wife of the Second Secretary of Legation at Cairo, and her two small children, arrived in Jerusalem by train. Accompanying Mrs. Hare were Mrs. Evan M. Wilson, wife of the American Vice Consul at Cairo and her young daughter. Through the courtesy of Dr. Nelson Glueck, Director of the American School of Oriental Research, accommodations at the school for a limited number of American evacuees have been made available. The American Foreign Service colony in the Holy City grows apace.

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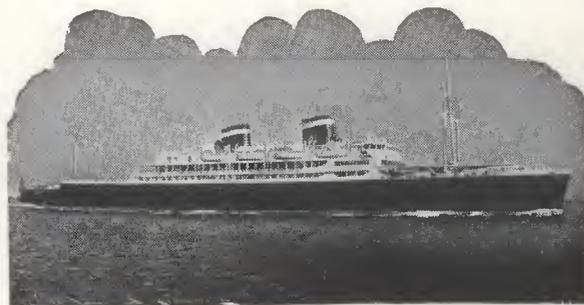




Photo Courtesy National Aeronautics

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WASHINGTON, D. C.

STAFF OF THE EMBASSY AT SANTIAGO DE CHILE PHOTOGRAPHED BEFORE THE FOURTH OF JULY RECEPTION



Left to right: Lt. Colonel Ralph H. Wooten, Military Attaché; Mr. Wesley Frost, Counselor; Ambassador Claude G. Bowers; Mr. F. J. Flexer, Second Secretary; Commander W. W. Webb, Naval Attaché; Mr. Biddle H. Garrison, Private Secretary to the Ambassador; Mr. Clarence C. Brooks, Commercial Attaché; Mr. John B. Faust, Second Secretary; Mr. Cecil B. Lyon, Third Secretary, and Mr. Charles F. Knox, Assistant Commercial Attaché

LIMA

The west coast of South America no longer is off the beaten track of travel. Every ship and plane brings visitors from the States. If the present movement continues, we Americans of the north end of the south really may come to know something of each other.

A group of about fifty American professors, teachers and students arrived on July 8th to attend a summer course at the University of San Marcos in Lima. Their six weeks' stay in Peru will give them an opportunity to attend courses in history, economic geography, South American literature, Spanish, and many other subjects, at the oldest university in the American continents; to explore the city which was the center of Spanish colonial culture and empire in South America; and to visit some of the many points of interest in the interior. The arrival of this group has been the subject of very friendly and favorable comment on the part of Peruvians. A warm and cordial welcome was extended to the visitors. The summer school plan rightly is considered as an effective means to bring about personal friendships and mutual understanding among peoples — a highly desirable procedure in relations between nations.

Miss Mary Winslow, representative of the United States on the Inter-American Commission of Women,

spent a week in Lima during the first half of July, in the course of a tour of South America to meet her colleagues in these countries.

The proverbial 4th of July luck held this year in Lima and the sun shone on that day for the first time in about two weeks. The American Society held its annual luncheon at the Country Club, followed by games and contests for children and grown-ups. The married men defeated the bachelors in an air-tight baseball game by the score of 3 to 2. There are rumors to the effect that the bachelors attribute their downfall to the decisions of umpires Ambassador Norweb and Vice Consul Breuer.

David M. Clark, Vice Consul, and Mrs. Clark returned from home leave on July 8th. They immediately started the local pastime of househunting. Since the earthquake, houses in Lima are at a premium.

Homer Brett, Consul General and First Secretary, and George Butler, Second Secretary, utilized available travel funds by making visits during the latter part of June to southern Peru and to northeastern Peru, respectively.

Major Uzal G. Ent, Military Attaché, flew his army plane to the Canal Zone during July for routine repairs and service.

The USS *Phoenix* is due at Callao for a four-day informal visit from July 22 to 26.

GEORGE H. BUTLER.



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NIGHT WATCH

(Continued from page 448)

the Secretary's presence. From then on the watch officer would be rather hard for a personnel expert to classify.

The Office's long and short wave radio operates through the twenty-four hours. News of important developments can at times be picked up from domestic or foreign stations as they occur and before it is physically possible for a cablegram to be delivered. Notes are constantly taken and the information is passed on.

The watch officer takes any telephone calls for the Secretary or the Department during the night, whether they be from Berlin, Habana, New Orleans or Washington. If it is found necessary for a Department officer to participate in the conversation the telephone operator calls him at his home, or wherever he might be. At times several officers have been brought into an impromptu conference at night.

There is practically no limit to the type of problem falling to the watch officer's lot at night. One quiet winter's evening a good citizen, visiting from the Middle West, called urgently for advice. He had invitations for a certain gathering that evening and wanted to know how he should dress. The watch officer, momentarily unmindful of regional differences in terminology, suggested that a white tie would be proper. The good citizen asked: "And—ah—cr—what else?"

MARRIAGES

Smale-McKechnie. Miss Joan McKechnie and Mr. William A. Smale, Consul at Cork, were married on May 15 in Cork.

Patterson-Breckinridge. Miss Mary Marvin Breckinridge and Mr. Jefferson Patterson, First Secretary at Berlin, were married on June 20 in Berlin.



At the Smale-McKechnie wedding in Cork

AMERICAN AVIATION SPREADS ITS WINGS

(Continued from page 443)

tries, several of which had planned a transatlantic service jointly, using probably American equipment, and Belgium, are included in these lost markets. The British purchasing agent, Arthur B. Purvis, has assumed French commitments in the United States.

What will happen abroad after the war is one of the big question marks to the industry. With huge stocks of war planes, all subject to obsolescence for combat, an unprecedented era of dumping on the export markets of the world, from Europe, is anticipated, among other things. The Foreign Loan Act of 1940, just enacted, was planned to help the American aviation exporter now and during this possible future situation, by authorizing the Export-Import Bank to finance foreign sales of commercial aircraft built in the United States.

Every part of the aviation industry is concerned with information on markets abroad. As readers know, the function of promoting aeronautical exports, and the collection and dissemination of market data abroad, is at present vested in the automotive-aeronautics trade division of the Bureau of Foreign and Domestic Commerce.

The State Department has an important role in the functions of negotiating landing rights for transoceanic air services, which of course are on a reciprocal basis, on reciprocal recognition of flying certificates and certificates of air worthiness, as well as in its responsibility of conducting all correspondence and other relations in this field. Much of this work is performed through the International Communications Division of the department.

Fortunately for American aviation, in its present postwar prospects, the United States leads the world in its development of civil aviation, which has more than kept pace with military progress in the country. As Postmaster General Farley recently pointed out, there is scarcely a person who can foresee accurately the period of expansion that lies ahead in the United States, if not abroad.

In 1926 less than 6,000 passengers rode the airways, less than could be accommodated in a fair-sized auditorium. The airlines of the nation flew in fourteen months of the past year and more, 2,531,450 passengers for a total of 105,318,623 plane miles. The air transport industry of the United States has advanced in four years, from one of \$26,000,000 per year, to the status of \$55,000,000 a year.

Without being boastful, actual performance would place America's civil and commercial aviation in

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size and efficiency, above the combined non-military activities of all other countries. Last year, America's aerial common carriers flew more than 87,000,000 miles, roughly equal to the total of air flying logged by commercial services of the rest of the world together. Further, the domestic airlines of the country comprise the only system in the world that flies as much by night as by day.

The United States military forces have only dealt experimentally with parachute troops, but the Forest Service of the country, for one instance, regularly uses fire-fighters dropped by parachute from its planes; forestry experts trained to light within 50 to 200 yards of a picked spot in densely wooded or craggy terrain. Aerial patrols watch the Alaskan fisheries; the air safety officials of the Government use planes to get to a scene of accident, although these are rare nowadays.

Besides a phenomenal domestic growth, private airlines under the American flag have developed over a ten year period, the present transatlantic air service, now beginning three trips per week each way between the United States and Europe, the service contemplating 24-hour schedules and later, less; the tremendously important service to Latin American countries, now launched on a schedule calling for daily, six times per week, passenger, mail and express service between the United States and Argentina, and aiming within a short time, at forty-eight hour operating times; the new service to America's fourth largest world market, Australia-New Zealand; and a United States-Alaskan service that puts Juneau, the capital, within 36 hours of New York City.

The use of substratosphere, sealed pressure-cabin de luxe airliners has been pioneered, and these ships are going into service as rapidly as they come off the production lines (while war orders are being filled, also, it might be added). There are at present, it has been estimated, only enough passenger planes to furnish 7,000 passenger seats in this country. In all of this expansion, plus other aviation development, the industry hopes for a compensating field when the war is over, with the uncertainties now entailed in that event.

In the United States the demand for aircraft for commercial transportation tends to the larger four-engined types with an increasing number of the substratosphere type going into service, both on the international routes and the longer continental United States airlines. Because this country dominates production of these large planes, and because there is every indication that war will inevitably compel other nations to lose ground in advanced design and production capacity of such commercial types, the prospects for the American manufacturer in this field look very promising.

Meanwhile production of small planes, such as used by the private flyer, has increased tremendously. In the types of 50-70 horsepower, the output in the United States has increased 690 per cent over last year; those of 71-100 horsepower, single-engine, 361 per cent. While many of the thousands of young flyers now being qualified through one or another of the Federal agencies doubtless will drop private flying in time, enough others, more than ever before, will be keen enthusiasts, creating a steady demand for the small private airplane. Acting Chairman Harlce Branch of the Civil Aeronautics Authority recently predicted that there would be a ratio of one private airplane owner for each 100 automobile owners in the near future. This seems conservative, but would mean 250,000 private airplanes in operation, with a market for renewals, servicing and maintenance activities.

Thus, while American aviation is apparently immersed in hectic war production, the leaders of that industry are keeping their thoughts ahead, and endeavoring within reason, to keep their industry geared to the future, as well as the present.

CAN A WOMAN BE A DIPLOMAT?

(Continued from page 457)

women in the very qualities that are required in an ambassador? Intelligence and diligence and the other qualities I have just mentioned are shared in common by both men and women. . . . You will say that it is unseemly for women to serve as ambassadors and thus to mingle in the society of men. To be sure, but I ask whether it is more seemly for women to rule kingdoms, and, if you permit this, as many nations do, why should you not also permit a woman to serve as ambassador to a queen? It is hardly a reasonable rule, therefore, to exclude women from serving as ambassadors."

Having demonstrated that considerations of reasons do not hinder women from serving as diplomats, Bynkershoek gives a few instances (to which those given above may be added) to show that neither does custom. While admitting that women have not served frequently as ambassadors, he concludes that "whether it be or has been a more or less frequent practice, the rights of the prince do not prohibit it, and so his will is even in this matter the supreme law." In other words, it belongs to each state to decide for itself whether it shall send or receive women as ambassadors.

If, then, women can be diplomats and in some cases have been more effective than men, and if the practice inaugurated for the United States by President Roosevelt should become widespread, it may be necessary to revise Sir Henry Wotton's famous definition of an ambassador: "A good man sent to lie abroad for the good of his country."

AUGUST, 1940

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THE BOOKSHELF

(Continued from page 445)

In April 1929, while still in the Dominican Republic engaged in the formation of a plan of business reorganization for that government, General Dawes was appointed by President Hoover as American Ambassador to the Court of St. James. He presented his letters of credence and took up residence late in June. With the exception of several return trips to the United States to raise funds for the Chicago World's Fair, et cetera, and of some time in Paris (in November and December 1931) representing the United States during meetings of the Council of the League of Nations on the Manchurian situation, he remained at his post to the end of 1931, resigning in February 1932. From his first consultations with the State Department to the end of this period he kept a daily journal of events which is now presented presumably as he then wrote them down. His book has, thus, all the shortcomings of a day to day record of events and impressions. Daily notes written in the midst of events, as General Dawes is well aware, are inevitably a strange intermingling of the consequential and inconsequential. Yet in giving the reactions of a qualified observer contemporaneous notes may greatly outweigh in importance the *ex post facto* dissertation. Certainly memoirs of active participants in events, national or international, are essential source materials of history and the historian will be grateful to General Dawes for his *Journal*.

The most important task which fell to Ambassador Dawes during his first ten months in London was the London Naval Conference and this subject bulks large in his volume. He reveals some interesting features of Stimson's relations with American naval experts, who, according to Dawes, attempted to distort naval data in their own interest. He speaks in high terms of the American delegation to the conference, including Secretary Stimson, but he criticizes Stimson on the score that he did not report details of the proceedings promptly and that this delay at times embarrassed the President.

Other major episodes during Dawes' tenure at London were the financial crisis in Europe in the summer of 1931, the Hoover Moratorium, and on September 21, 1931, the departure of England from the gold standard. It is on these events that Mr. Dawes writes with greatest force and in dealing with these matters he is obviously most at home.

With all its merits Mr. Dawes' *Journal* is still somewhat disappointing. Frequent gaps of days or even weeks appear. When events move swiftest and when the Ambassador's notes would often be of greatest interest, he does not have time to write

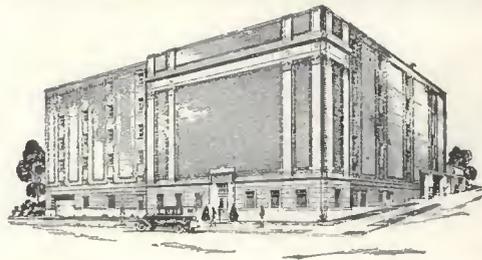
them. On the other hand, we hear detailed accounts of honorary degree ceremonies at Oxford and Cambridge, Boys' Brigade reviews, admission to the freedom of a city, the tide of American tourists who invade London and have to be entertained at the Embassy, et cetera. The hook thus gives a good picture of what the life of the Ambassador to London is like, but all too seldom tells what problems are under discussion between the two governments or sheds any light upon them. He is likely to record the bare fact that he "drafted a long telegram to the Department" without even mentioning its contents much less commenting on its significance. More than once he observes that he is living in a rapidly changing world but with what restraint and absence of critical observation are these momentous changes noted! There are naturally many things or details on which it would manifestly be improper for the Ambassador to comment at this time. Nevertheless he might have given us more of his personal impressions of the events of these years and his part in them without overstepping the bounds of propriety.

ROBERT B. STEWART.

WORDS THAT WON THE WAR. by James R. Mook and Cedric Larson, Princeton University Press, 1939, pp. 372. \$3.75.

This is the story of America's "propaganda ministry" during the first World War—officially known as the Committee on Public Information or more commonly referred to as the Creel Committee after its much praised, much maligned, dynamic chairman, George Creel. It is a record of a powerful organization whose job it was to "hold fast the inner lines"—to quickly mobilize the nation's morale into solid support and understanding of the Government's aims and purposes. It is an exciting account of the marshalling of public opinion and the various means that were employed for this end. This book is a "must" for the student of propaganda technique as well as for the World War historian.

The wartime Committee on Public Information was the largest, most sensational, and most effective propaganda agency ever established in this country, yet its story has never been fully told before. The two able authors have done an excellent job in searching faithfully the Committee's voluminous files which heretofore have been all but lost in the basement of the Munitions Building. However, this is by no means a dry summary of reports and memoranda; the authors have instead woven together a highly interesting account, supplementing their story by reference to only the more interesting and important documents. Moreover, a generous



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number of wartime cartoons, posters, and photostats of important papers are included.

In the first few chapters a background is laid for the coming of censorship and propaganda, and there is an excellent description of the American mind in wartime. In 1917 there was genuine hysteria and fear of the "enemy within" who would stir up negro revolts, labor wars, and resort to all kinds of sabotage. Propaganda was felt to be a necessity to unite the nation. The "Hyphenated Americans," the fourteen million foreign-born residents of the country had to be quickly educated to the "cause." Moreover, there was a large minority of citizens who had either objected to our entrance into the war or had not been particularly enthusiastic about it. America was not unified when war was declared. "The agonizing question in official Washington, the question on which hung the fate of the country's entire wartime effort, was whether the inner lines at home would hold as effectively as the lines in France." How the Creel Committee tackled and met this problem is an exciting story which unfolds throughout the book.

Mr. Creel assembled as brilliant and talented a group of journalists, scholars, press agents, editors, artists, and other manipulators of the symbols of public opinion as America had ever seen united for a single purpose. Its breath-taking scope of activities was not to be equaled until the rise of totalitarian dictatorships after the war. The United States was put under censorship without realizing it. True, there was no direct authority to enforce censorship, but it became almost complete as the Committee skillfully manipulated the Espionage Act and gained the cooperation of other government agencies. The American press followed "voluntarily" the principles set up by the Committee.

Censorship was but a small part of the activities of the Creel Committee. It invented new techniques of propaganda and perfected old ones. A listing of some of the divisions of the Committee will give some idea of the comprehensiveness of its work. To mention only a few, they were: the Foreign Language Newspaper Division, the Division for Civic and Educational Cooperation, the Film Division, the Industrial Relations Division, the Labor Publications Division, the Speaking Division; the Bureaus of Cartoons, Women's War Work, Pictorial Publicity, Advertising, and the Four-Minute Men, the bureau which organized 75,000 volunteer speakers who gave four-minute talks in theatres and other public places from Maine to Samoa. The activities of these divisions and bureaus and a description of the media employed by them make up a large part of the remaining chapters. Their success may be found in the fact that President Wilson's

theories were soon known to every village cross-road in this country and in remote corners in foreign lands.

Of particular interest to the Foreign Service is the account of the work of the Committee's Foreign Section which was engaged in the dissemination of propaganda abroad. Agents of the Committee were sent abroad to distribute news and films, and they often received assistance from the diplomatic and consular service. A propaganda war in itself was fought in neutral countries not only to win the support and sympathy of the neutral state but also in order that neutral newspapers would publish accounts that might filter in to the enemy. In Spain, for example, the winning over of certain editors was obtained only by buying advertising space on a large scale and even threatening to cut off the supply of newsprint. Interestingly enough, competition was met from Allied propaganda agents who sought to prevent the dissemination of President Wilson's ideas on peace settlement. The history of these foreign activities of the Committee are particularly interesting and should prove valuable to one attempting a sifting of the propaganda of today.

In the preface the authors write that what they have attempted to do is "to suggest the Committee's implications for democratic government and its lessons for future national emergencies, and, through selected examples, to describe its impact on the American people and world affairs." The lessons of the Creel Committee are calling aloud for recognition in these trying times, and a reading of this account of its activities should prove a most worthwhile experience.

HOWARD W. MOSELEY.

PRIZE COMPETITION NOTICE

The closing date of the prize competition open to Foreign Service Officers and their wives, for manuscripts describing unusual, amusing or interesting experiences, has been deferred from July 1, as previously announced in the JOURNAL, to October 1, 1940. This postponement has been necessitated by the war-time conditions at many posts and the attending irregularities of the mails. All prospective contestants are urged to take advantage of the delay and to submit manuscripts within the new time limit.

There is no restriction on the number of manuscripts which may be entered in the contest by any one person.



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SKOKLOSTER

(Continued from page 447)

It proved a heritage that enabled his grandson, Gustavus Adolphus (1611-1632) to inaugurate "The Age of Greatness" in Swedish history. We see him with a Van Dyke beard and the long aquiline nose of his grandfather.

We read from Grauers, the historian, "He decided to go to the aid of persecuted protestants in Germany. The Thirty Years War was raging. The Hapsburg Emperor had got the upper hand, and it seemed as if even the independence of Scandinavian countries might be threatened. With a small but well-disciplined army of 16,000, Gustavus Adolphus threw himself into the war, operating with such swiftness and unerring success that Europe was astounded.

"At the battle of Breitenfeld, Adolphus succeeded in dividing the forces of the Holy League, and became thereby the hero of the Protestant world. Wurzburg, Mayence, Nuremberg, Augsburg and Munich fell into his hands. But at the battle of Lutzen, 1632, the 'Golden King of the North' fell, leading his troops to victory."

Gustavus Adolphus' daughter, Cristina, looked like him, but to the horror of the nation she turned Catholic. They persuaded her to leave the country. She took the most valuable books to Rome. Among them the priceless "Silver Bible" written in about 500 from the Gothic Bishop Wedfila's translation into his own language.

The Swedes got it back, and it may be seen in Upsala University, but they swore never to have another woman on the throne. There is a law to that effect in force today.

The face of the next great king, Charles X, showed strength that made Sweden mistress of the Baltic Sea, in control of Finland, and wrested the South of Sweden from Denmark. His son specialized on finances and the army. There was a full length portrait of the beloved Charles XII, king from 1697-1718, in uniform, as the poor fellow must have lived most of his short life. He annihilated the army of Peter the Great at the battle of Narva, drove axon troops out of the East Baltic states, and took Warsaw, before he was 19 years old.

There were 350 portraits in the castle altogether, 50 ordered by Wrangel himself from Merian the Younger. There were works by Ehrenstrahl Beck, Wuchters and Mitjens.

The surprise for us was the attic floor. The walls of the eight big rooms were completely covered with arms of every kind, cavalry, artillery and infantry equipment, including armor and archery. Around the floors were little brass cannon, 18 inches long



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mounted on wood, and there were large ones of steel. We saw the first machine gun in the world—a number of tiny cannon that fired in rapid succession from the stand and the same lighting of powder. There were arms for at least a thousand infantry, using muzzle loaders. There were 2,000 exhibits. Countless odd trophies, armor banners, etc. Frederick I's bear gun hung with a Saracen's jeweled sword from the Holy Land.

There was a collection of carpenters' tools of the 17th century. Always wonderful makers of tools, the Swedes have here a polishing disc covered with emery powder and finely powdered iron oxide, with a driving wheel.

We were told that the collection in Count Wrangel's Armory, the largest room, had not been touched, except for dusting, since he arranged it himself in 1670. The whole place had that atmosphere, which accounted for its charm. It was living tradition. We expected to see those original great people sitting at the windows, playing chess at the tables, reading their difficult books, or discussing their wars. Apparently nothing had been changed after they left. It gave us a background against which the cultured, well ordered Swedes of today are much more easily understood.

COVER PICTURE

A twenty-one passenger flagship, club plane. Photograph courtesy the American Airways.

IN MEMORIAM

Mrs. Laura S. Harvey, mother of Miss Constance R. Harvey, Third Secretary of Legation at Bern, died at Bern on May 17.

The Honorable Theodore Brentano, former Minister to Hungary, died July 2 in Larchmont, New York.

VISITORS

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

	June
Ilo C. Funk, Barbados	11
Gertrude Beer, Tokyo	11
William N. Fraleigh, Athens	11
Jessie L. Webb, Rio de Janeiro	12
Mrs. T. O. Klath, Oslo	12
Mrs. E. C. Squire, London	12
Leslie W. Johnson, La Paz	13
John M. McSweeney, Department of State	13
Rufus H. Lane, Jr., Mazatlan	13
Mabel Gordon, Budapest	13
Oscar Strauss, Department of State	13



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Leonard James Cronie, Department of State	14
George Nicholas Ifft, retired	14
Mrs. Howard K. Travers, Budapest	14
Frank P. Lockhart, Shanghai	15
Robert C. Arnold, Canberra	15
Robert Rossow, Jr., Department of State	17
Thorval DeAtley, Department of State	17
Bois C. Hart, Jr., Genoa	17
Mrs. Lloyd V. Steere and Son, London	17
E. L. Packer, Riga	18
Maurice Pasquet, Dairen	19
Mrs. B. Reath Riggs, Port Said	19
Mrs. Alfred Ray Thomson, Dresden	19
Phillip H. Fahrenholz, Berlin	19
Lynn W. Franklin, Stockholm	20
John C. Richter, Berlin	20
Benjamin M. Hulley, Sault Ste. Marie	21
J. Caroline Guinn, Brussels	22
Mrs. A. John Copc, Jr., Stuttgart	22
Claude G. Ross, Department of State	22
William E. Horn, London	22
Jeannette B. L'Heureux, Antwerp	22
Hedley V. Cooke, Jr., Sherbrooke	22
Fulton Freeman, Department of State	22
Alexander V. Dye, London	24
Robert Janz, Bahia	24
E. Paul Tenney, Shanghai	24
Frederick C. Johnson, Fredericton	24
J. G. Groeninger, Auckland	24
Reginald Bragonier, Jr., Montevideo	24
Page Huidekoper, London	24
J. K. Caldwell, Tientsin	24
William S. Farrell, Baghdad	24
Norah Alsterlund, Buenos Aires	25
Marion E. Stenger, Paris	25
James Espy, Tokyo	25
Charles R. Burrows, La Paz	26
William R. Morton, Warsaw	26
Weikko A. Forsten, Department of State	29
Robert G. McGregor, Jr., Mexico City	29
B. Miles Hammond, Halifax	29
<i>July</i>	
John J. Macdonald, Chungking	1
Sheldon T. Mills, Santiago de Chile	1
Mrs. E. de W. Mayer, Paris	1
Alan S. Rogers, Rome	1
Norris S. Haselton, Calcutta	1
T. E. Burke, Osaka	1
Donn Paul Medalie, Niagara Falls	3
Nicholas Feld, Madras	3
Richard H. Hawkins, Jr., Brisbane	3
Fay Allen des Portes, Guatemala City	5
William Frank Lehus, Jr., Puerto Cortez	5
T. Eliot Weil, Chungking	5
A. W. Klieforth, Cologne	7
Mrs. Jack Williams, Paris	8
Mrs. Marc L. Severe, Paris	8
E. G. Trueblood, Department of State	9
Oliver C. Aymar, Chungking	9
W. F. Davis Gebhart, Chungking	9
Mrs. James Callahan, London	10
Mahel B. Waller, Paris	10
J. K. Penfield, Godthaab	10
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John W. Burnett, Tokyo	10
Stephen C. Worster, Merida	11

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