

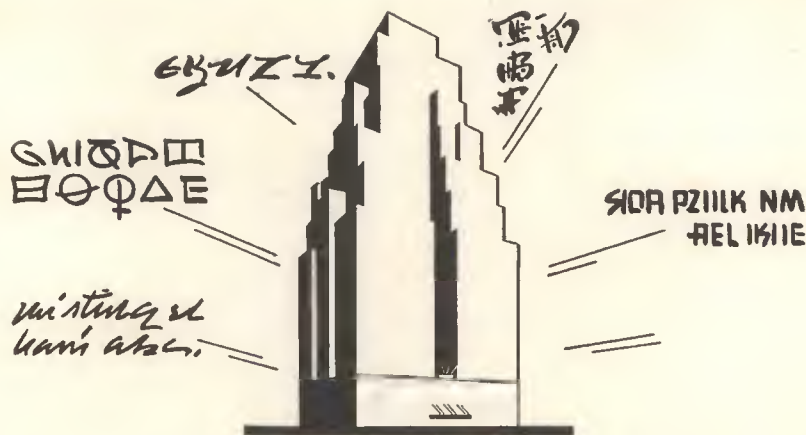
The **AMERICAN**
FOREIGN SERVICE
JOURNAL

VOL. 17, NO. 9

SEPTEMBER, 1940

CARIBBEAN NUMBER





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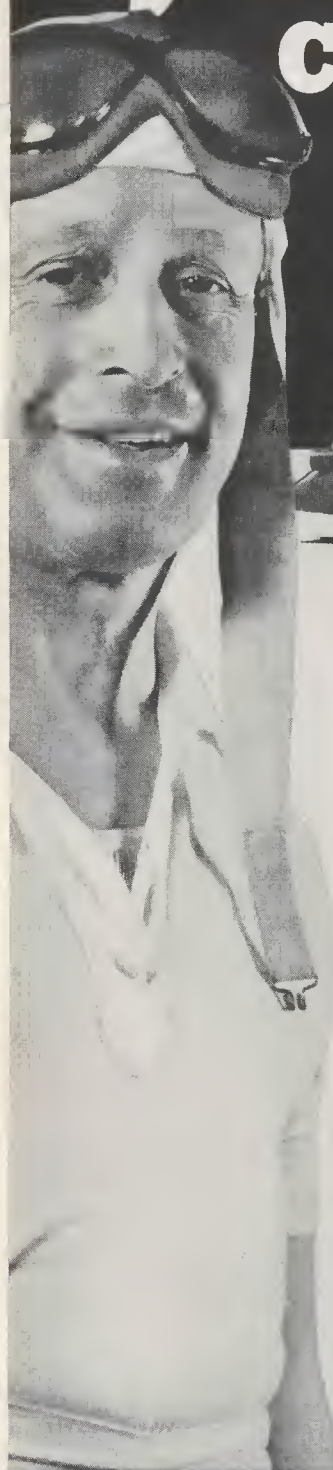
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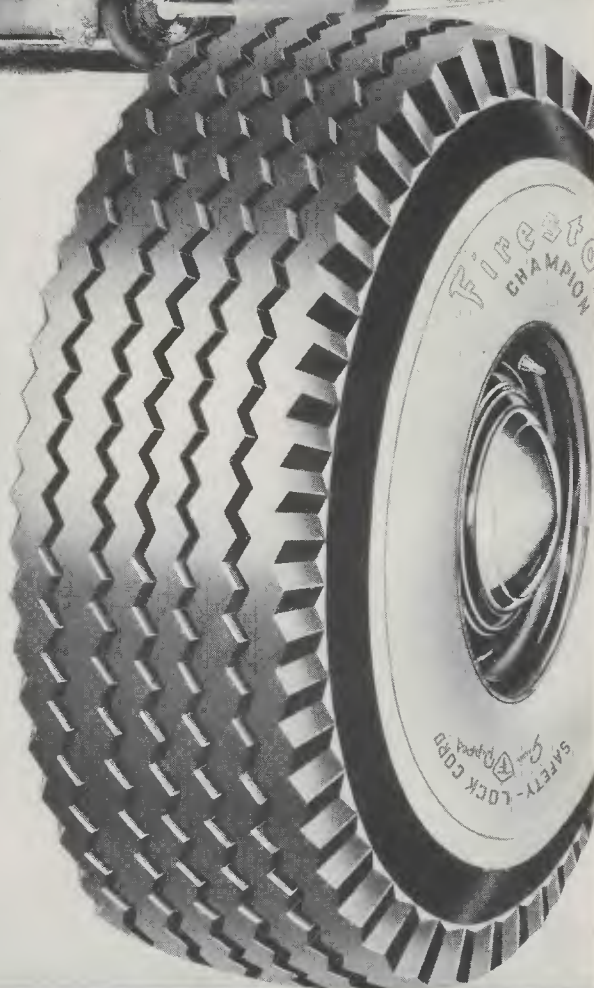
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**THE
AMERICAN
FOREIGN SERVICE JOURNAL**



PUBLISHED MONTHLY BY THE AMERICAN FOREIGN SERVICE ASSOCIATION

VOL. 17, No. 9

WASHINGTON, D. C.

SEPTEMBER, 1940

The Relation of the Panama Canal to the Defense of the Western Hemisphere

*Prepared by the Public Relations Branch, G-2
War Department General Staff*

OUR scheme of National Defense is based upon the maintenance and the continued operation of the Panama Canal. It is a fact, as stated by the Secretary of War, that the Panama Canal is the keystone of our National Defense and as such it must be as nearly impregnable as engineering skill and trained soldiers can make it.

In considering broadly the subject of safeguarding the Western Hemisphere, it might be well to define just what we mean by the Western Hemisphere. From a cartographic standpoint the Western Hemisphere is somewhat different from the Western Hemisphere that we consider in matters of national policy. The latter, primarily a political matter, has been determined for us:

1st—By various statements of the President:

2nd—By the attitude of this Government in connection with various international conferences, such as the ones held at Buenos Aires and at Lima; and

3rd—By the declarations of the Panama Conference which was convened immediately after the outbreak of the European War, and to which we were a party.

The last, for neutrality purposes, prescribed a zone around the North and South American Continents with their appendant islands, some 300 miles in width. This represents in general terms the section of the world in which we are primarily interested.

Under present conditions and in view of the present development of weapons, this hemisphere is safe from any aggression from abroad just as long as two conditions maintain:

1st—That the Panama Canal is open for the transit of the United States Fleet, and

2nd—That an aggressor from abroad has no bases in this hemisphere from which to operate.

Our problem then involves the maintenance of these two conditions, that is, keeping the Panama Canal open, and denying an aggressor from abroad bases from which to operate.

As to the first condition, it is generally accepted that the Panama Canal, with its existing seacoast armament, is safe from an attack by surface vessels alone. No power would assume the risk involved in a strictly naval attack upon either entrance of the Canal because the chances of success would not justify the risk of loss of costly material. A combination of sea and land attack would have slightly better chances of success, but the difficulties of transporting a landing force over seas, coupled with the danger involved in air attack on transports and the inevitable losses from beach defense combined with the difficulties of an advance through tropical jungles, make the chances of such an attack very small indeed. An air attack offers better chances of success, but an air attack involves the use of at

least two carriers or a land base within a radius of approximately a thousand miles of the Canal, and the number of planes involved is not inconsiderable. These three forms of attack, land, sea, or air, or a combination of them, represent the application of military force to put the Canal out of action.

For the protection of the Canal against sea attack, we have installed harbor defense armament adequate to meet and vanquish any naval force that is rash enough to attempt an attack upon the Canal. To meet a land attack there is maintained in the Canal Zone a mobile military force deemed adequate to meet any initial raids that may be made by a hostile landing force, and plans are in existence promptly to reinforce this garrison in the event of an emergency. To meet an air attack, there is maintained at the Canal anti-aircraft armament which with augmentations now provided is adequate, in conjunction with the air garrison of pursuit and bombardment aviation, to cope with an air attack, provided we have a reasonable warning.

We cannot be sure, however, that our planned defense against air attack or against sabotage will



During the Army and Navy joint maneuvers held in Panama waters, a huge 14" railway gun of the defenders gave a good account of herself. *Army Signal Corps Photo.*



Giant sound locators on the alert for the Naval fleet planes during joint maneuvers near the Panama Canal.

Army airplanes over Gatun Lake in the Panama Canal Zone. Army Air Corps Photo.



Searchlights combing the sky in quest of aircraft during Army maneuvers in the Panama Canal Zone.



be 100% efficient. The present Canal consists of three double sets of locks. The lock chambers of each set are side by side, and, in view of their construction, it is quite possible that one lucky hit of a large bomb or a heavy explosion in one lock chamber would be sufficient to put the Canal out of commission. In addition, the dimension of these lock chambers limit the size of our naval units. Some of our aircraft carriers are just able to squeeze through the locks and no more.

In consequence, in order adequately to meet naval requirements and to minimize further the chances of sabotage, or an air raid putting the Canal out of commission the construction of an additional set of locks has been authorized. These locks will be approximately 25% larger than the present locks and will be separated from them by a quarter to a half a mile. Appropriations for initiating this work have been made by the present Congress. Assuming that work can be initiated this summer, under normal conditions the new set of lock would not be open for use until 1945 or 1946. If the present troubled international situation becomes more men-



acing, it will be necessary to speed up the construction of the additional locks to meet what may be a crucial national defense requirement. We can rest assured, however, that when the new set of locks is open to the use of our Navy, our national defense problem, insofar as the Panama Canal is concerned, will be improved 50%.

The greatest danger to the Canal lies not in the application of military force but in the possibilities of sabotage. Against this our greatest efforts must be made.

Sabotage may take many forms. A vessel might be blown up in the locks; time bombs might be dropped in the locks; dams might be blown up; vital installations, such as control mechanisms or power sources, might be damaged or destroyed; but these possibilities have all been foreseen and steps have been taken to minimize, and in some cases to nullify, efforts along this line. There is always the possibility, however, that a brain bent on destruction may be one jump ahead of measures for protection, and it is in this field that we are constantly striving by means of devices or installations to render the Canal safe from sabotage.

With the Canal reasonably safe from attack by land, sea, or air, and reasonably protected against attempts at sabotage, we are well assured of our ability to move our fleet from one ocean to the other as circumstances may demand. With the fleet available, the Army and the Navy, acting as a team, are free to perform their functions of joint operations to deny an aggressor the seizure and establishment of bases from which he can operate against us or against any other American republic, or against the Canal.

In considering these joint operations to deny an aggressor a base from which to operate against us, it might be well to determine from a practical standpoint the general areas in which an aggressor might wish to establish a base. As far as the North American continent is concerned, Newfoundland offers practicable facilities as an air base from which operations can be launched against vital areas in the United States as far south as the Potomac River. It offers excellent advanced base facilities for naval or military action against the northeastern part of the United States, and a base from which it might be possible to interdict all traffic from the northern part of North America to Europe. An enemy, once established in Newfoundland, would constitute a very serious threat against either Canada or the United States. Dislodging an enemy once established on Newfoundland would involve continued air operations from the northeastern part of the United States, and a joint military and naval expedition from our territory.

Farther south, the Bahamas offer a number of sites from which harassing air operations could be launched, covering generally the Atlantic States as far west as the Alleghenies. Here, too, dislodgment of an enemy once established would involve a joint overseas operation on the part of the Army and the Navy.

Farther south, Puerto Rico, if seized by an enemy, would be an ideal base from which to raid the United States, to interdict our coastwise commerce, and to attack the Panama Canal. If the present garrison were overwhelmed, reconquering Puerto Rico would be a far more difficult and a far costlier operation than when it was originally taken in 1898. The Lesser Antilles, covering the eastern approaches to the Caribbean and extending south from Puerto Rico to Trinidad just off the South American continent, present a number of places owned by the European powers on which bases for attack against either the United States or the Panama Canal could be established. From a military standpoint, in many respects, the Island of Trinidad is the most important. It not only covers the southeastern approaches to the Caribbean but presents extraordinarily favorable features either in the defense of the Caribbean or as a base from which we may be attacked.

South of the Caribbean, the great hump of South America jutting out in the Atlantic offers in Natal the nearest approach from the African continent, and affords many possibilities for the establishment of an air base from which operations could be directed to the north and west. In the Caribbean itself Cuba, Jamaica and the countries bordering the Caribbean on the south, have numerous sites from which an attack could be launched against the Canal or against the southern part of the United States.

The western coast of South America, with the exception of the Galapagos Islands approximately a thousand miles from the Pacific entrance of the Canal, does not offer a great threat to us except in the event of one or more of the American republics being dominated by an European or Asiatic power and turning against us and our sister republics. The western coast of Central America offers a number of places which could be seized and used as a base for operations against the Panama Canal. This also applies to the west coast of Mexico.

Some 2,000 miles off our own Pacific coast lie the Hawaiian Islands in which is located our principal naval base in the eastern Pacific. Extending west from the Hawaiian Islands we have Wake, Midway, and Guam which mark the route to our

(Continued on page 530)

Foreign Service Refugees

THE families of about 140 Chiefs of Mission, Foreign Service Officers, and American employees stationed at posts in Europe, the Near East, and Northern Africa, are now residing in the United States. Most of these families have been evacuated to the United States since the outbreak of war in September, 1939. A few of them, however, were in the United States when the war began and were obliged to remain in this country when the officer or employee proceeded to his post from home leave or from assignment in the Department.

Of the families who were evacuated to the United States, some came shortly after the outbreak of war, but the majority have arrived during the spring and early summer of 1940. Many of them have had difficult and perilous travels. There was, for example, the party which left Oslo early in April and most of whose members finally reached the United States by way of Stockholm, Berlin, and Genoa. This party included Mrs. Raymond E. Cox and her child; Mrs. Thormod O. Klath and her child; Mrs. Austin R. Preston, her child and her mother; Mrs. Easton T. Kelsey and her child; and Mrs. Brigg A. Perkins and her child. It was in proceeding to the assistance of this party when it was stranded in central Norway that Captain Robert R. Losey, Military Attaché, met his death.

The Foreign Service families who were evacuated to the United States on the S.S. *Washington*, sailing from Bordeaux on June 8 and from Lisbon a few days later, were compelled to take to the life boats when the vessel was halted by a submarine. The following were on the *Washington* during the voyage in question:

Mrs. George M. Abbott and child, Marseille;
Mrs. Stuart Allen and child, Lyon;
Mrs. R. Gordon Cooper, Paris;
Mrs. Hasell H. Dick, Nantes;
Mrs. Taylor W. Gannett, Paris;
Mrs. John P. Hurley, Marseille;
Mrs. Ernest de W. Mayer and two children, Paris;
Mrs. Marc L. Severe and two children, Paris;
Mrs. Jerome J. Stenger and two children, Paris;
Mrs. Lawrence W. Taylor, Bordeaux;
Mrs. Henry S. Waterman, Bordeaux;
Mrs. William C. Trimble, Paris;
Miss Louise and Miss Mary Goold, daughters of
Consul General Goold, Casablanca;
Mrs. Donald D. Edgar and three children, Geneva;

Mrs. Paul S. Guinn and son, Brussels;

Mrs. Hervé J. L'Heureux and children, Antwerp.

Other Foreign Service families have had equally exciting adventures and have suffered equally great hardships and dangers. Many have come home by what in times gone by could hardly have been called "the direct usually traveled route." Mrs. Francis L. Spalding, her four children and their nurse, flew from Egypt to Karachi in June and sailed from Bombay on the *President Garfield* via Capetown to New York. Mrs. Austin R. Preston and her child returned from Oslo to the United States by way of the Trans-Siberian Railway.

THE JOURNAL ventures to say that no families have had a more harrowing time than those who were evacuated from Warsaw to Scandinavia shortly before the German invasion of Poland in September, 1939. Mrs. John K. Davis, Mrs. Douglas Jenkins, Jr., Mrs. M. Williams Blake, Mrs. E. Tomlin Bailey, and Mrs. Carl Birkeland and their children remained in Oslo during the siege of Warsaw and were for several weeks without news of their husbands, who had remained on duty at Warsaw. Meanwhile, Mrs. William M. Cramp was in a similar situation at Copenhagen; while Mrs. George J. Haering and Mrs. William R. Morton had returned to the United States with their children. Mrs. North Winship in France and Mrs. C. Burke Elbrick at Oslo also awaited word of their husbands, who had accompanied Ambassador Biddle from Warsaw to Bucharest and later to France.

Most of the families that have returned to the United States are residing with relatives and are scattered throughout the country, although a few are living in Washington and its vicinity.

The following is a list of the wives and children of Chiefs of Mission, Foreign Service Officers, and American employees who in July 1940 were known to the Department to be residing in the United States while the Chief of Mission or officer or employee was stationed at a post in Europe, or the Near East, or Northern Africa. Every effort has been made to have this list complete. If there are any omissions they are inadvertent or due to lack of information.

Abbott, Mrs. George M., and one child, Marseille.
Abbott, Mrs. Wainwright, Hamburg.
Achilles, Mrs. Theodor C., and three children, London.
Ackerson, Miss, daughter of consul at Budapest.
Alfson, Mrs. Fritz A. M., Stockholm.
Baker, Mrs. Roy W., and two children, Bristol.



Barnes, Mrs. Maynard B., and one child, Paris.
 Benton, Mrs. Russell W., and two children, London.
 Beyerly, Master Harold S., Belgrade.
 Bigelow, Masters Lawrence and Roger, sons of Donald B.,
 2nd Sec., Bern.
 Blake, two sons of Maxwell Blake, Tangier.
 Bonnet, Mrs. Ellis A., and children, Amsterdam.
 Borum, Mrs. Wylie G., and daughter, London.
 Boucher, Mrs. Hiram A., and four children, Geneva.
 Bowcock, Mrs. James M., Munich.
 Bowman, Mrs. Thomas D., Naples.
 Brown, Mrs. Donald W., Vienna.
 Brown, Mrs. James E., Jr., London.
 Bucknell, Mrs. Howard, Jr., and children, Madrid.
 Bullitt, Miss Anne, daughter of the Ambassador, Paris.
 Butterworth, Mrs. William W., Jr., and two children,
 London.
 Byington, Mrs. Homer M., Jr., and son, Belgrade.

Calder, F. Willard, Mrs., and child, Southampton.
 Callahan, Mrs. James E., and child, London.
 Canty, Mrs. George R., and son, Amsterdam.
 Carlson, Mrs. Harry E., and two children, Vienna.
 Chapin, Mrs. Vinton, London.
 Cole, two daughters of Felix Cole, Algiers.
 Colebrook, Mrs. Mulford A., and two children, London.
 Coleman, Mrs. W. H. A., Berlin.
 Connelly, Mrs. James R., Paris.
 Constan, Mrs. Peter K., Belgrade.
 Cooper, Mrs. R. Gordon, Paris.
 Cope, Mrs. Albert J., and child, Stuttgart.
 Cox, Mrs. Raymond E., and one child, Oslo.
 Cross, two children of Cecil M. P. Cross, Paris.
 Cudahy, Mrs. John, and children, Brussels.

Dalferes, Mrs. Sabin J., and son, Hamburg.
 Davis, Miss Aino T., daughter of Leslie A. Davis, Glasgow.
 Dawson, Mrs. Leonard G., Lille.
 Deegan, Miss Jane, daughter of Mrs. Elizabeth Deegan,
 Paris.
 Dick, Mrs. Hasell H., Nantes.
 Donald, two children of George K. Donald, Southampton.
 Donaldson, Mrs. Harry M., and three children, Havre.
 Dowling, Mrs. Walter C., and children, Rome.
 Dye, Mrs. Alexander V., London.

Earle, Mrs. George H., and two children, Sofia.
 Edgar, Mrs. Donald D., and three children, Geneva.
 Erhardt, Mrs. John G., London.

Fales, Mrs. Herbert P., Vienna.
 Ferris, Mrs. Walton C., and child, London.
 Flack, Mrs. Thomas R., and three children, Vienna.
 Follmer, Mrs. Cyrus B., and two children, Berlin.
 Franklin, Mrs. Lynn W., and children, Stockholm.

Gannett, Mrs. Taylor W., Paris.
 George, Mrs. Wm. P., and two sons, Barcelona.
 Goldstein, Howard, son of Hyman Goldstein, Madrid.
 Goold, two daughters of Herbert S. Goold, Casablanca.
 Gordon, Miss, daughter of the Minister at The Hague.
 Gordon, Mrs. Bartley P., and child, Budapest.
 Gottlieb, Mrs. Bernard, and two children, Trieste.
 Gowen, Mrs. Franklin C., and children, London.
 Gray, Mrs. A. E., and two children, Barcelona.
 Guinn, Mrs. Paul S., and son, Brussels.

Haering, Mrs. George J., and child, Berlin.
 Higgs, Mrs. L. Randolph, Helsinki.
 Howard, Mrs. Wendell S., and child, Berlin.
 Hudson, Mrs. Joel C., and child, Berlin.
 Hulley, Mrs. Benjamin M., and three children, Paris.
 Hunt, Mrs. Leigh W., and children, Paris.

Hurley, Mrs. John P., Marseille.
 Huston, Mrs. Cloyce K., and two children, Bucharest.

Ingle, Mrs. J. Forrest, and child, Berlin.

Jenkins, Mrs. Douglas, Jr., and child, Stockholm.
 Johnson, Mrs. Hallett, and children, Stockholm.
 Johnson, Mrs. John D., and children, Salonika.
 Jones, Mrs. Gerald G., and two children, Belfast.

Kelsey, Mrs. Easton T., and child, Oslo.
 Kemp, Mrs. Edwii C., and child, Bremen.
 Kennan, Mrs. George F., and two children, Berlin.
 Kennedy, Mrs. Joseph, and children, London.
 Klath, Mrs. Thormod O., and child, Bern.
 Klieforth, Mrs. Alfred W., and children, Cologne.
 Kolb, Mrs. Raymond E., and four sons, London.

Latimer, Mrs. Frederick P., and son, Istanbul.
 Leverich, Mrs. Henry P., and children, Berlin.
 L'Heureux, Mrs. Herve J., and children, Antwerp.

Macatee, Mrs. Robert B., and two children, Belgrade.
 Madonne, Mrs. John H., and child, Bern.
 Maney, Mrs. Edward S., and two children, London.
 Maycr, Mrs. Ernest de W., and two children, Paris.
 McGonigal, Mrs. Donal F., and children, Amsterdam.
 McKinney, Mrs. Walter H., and children, Sheffield.
 Memminger, Mrs. Robert B., Zagreb.
 Millard, Mrs. Hugh, Sofia.
 Montgomery, Mrs. John F., Budapest.
 Morgan, John H., Mrs., and two children, Madrid.
 Murray, Mrs. Lee, Paris.
 Murphy, daughters of Consul General at Paris.
 Murphy, Mrs. James J., Jr., Rotterdam.

Nielsen, Mrs. Orsen N., and two children, Munich.
 Norcm, Mrs. Owen J. C., and children, Kaunas.

Olds, Mrs. Herbert V., and children, Rotterdam.
 Orebaugh, Mrs. Walter W., and two children, Trieste.

Palmer, Mrs. John P., and child, London.
 Patterson, Mrs. Robert, and two children, Cork.
 Perkins, Mahlon, son of the Chargé d'Affaires at Copen-
 hagen.
 Phillips, Mrs. William, and children, Rome.
 Pizar, Mrs. Charles J., and children, Liverpool.

Ramsey, Mrs. Henry O., and daughter, Sheffield.
 Randolph, Mrs. John, Belfast.
 Reed, Mrs. Edward L., and children, Rome.
 Remy, two children of Edward J. Remy, Berlin.
 Reveley, Mrs. Paul J., and two daughters, London.
 Riddleberger, Mrs. James W., and three children, Berlin.

Sauer, Mrs. Emil, and two children, Frankfort on the Main.
 Schnare, Mrs. Lester L., Milan.
 Schoenfeld, Mrs. H. F. Arthur, Helsinki.
 Severe, Mrs. Marc L., and two children, Paris.
 Snow, Mrs. William P., and children, Stockholm.
 Stebbins, Mrs. Henry E., and child, London.
 Steere, Mrs. Lloyd V., and child, London.
 Stenger, Mrs. Jerome J., and two children, Paris.
 Stewart, Mrs. James B., and child, Zurich.

Taft, Mrs. Orray, Jr., and two children, Algiers.
 Tait, Mrs. George, Manchester.
 Taylor, Mrs. Lawrence W., Bordeaux.
 Thompson, Mrs. S. R., and children, Cardiff.
 Thompson, Mrs. Tyler, and child, Paris.
 Thomson, Mrs. Alfred R., and child, Dresden.
 Travers, Mrs. Howard K., and three children, Budapest.
 Trimble, Mrs. William C., Paris.
 Tucker, Mrs. Philip N., and three children, Berlin.

(Continued on page 513)



Miami's skyline, showing bayfront hotels. The building at the extreme right is the *Miami Daily News* Tower and houses the radio station WIOD. It is a replica of the Giralda Tower in Spain and rises 283 feet.

Miami—Gateway of the Americas

By CECIL WARREN, *Miami Daily News*

ANY future history that records today's movement for international friendship in the western hemisphere must inevitably take into account the pioneering work in Pan Americanism undertaken at Miami, Florida.

Miami's geographical location admirably fits it to be—as its enthusiastic advocates of inter-American friendship so frequently refer to it—"the gateway of the Americas," and Miamians have been quick to seize the opportunity of making the peoples of two continents understandable to one another. The citizenry have entered upon this monumental task, seriously, systematically, with enthusiasm and with commendable unselfishness.

This movement in Miami for more cordial relations between the United States and neighboring peoples to the southward consists of three distinct fields of endeavor. One is a striving on the part of community leaders and the citizenry in general for fostering inter-Americanism; another, the remarkable accomplishments of the University of Miami, founded with the primary object of experimentation in Pan Americanism, and the third, the good will work which has been done by Pan Ameri-

can Airways, which has placed the northern terminal of its intercontinental airlines in Miami.

Citizens of Miami talked of the possibilities of closer relations between the Americas long before the establishment of the University of Miami fourteen years ago. This interest of Miami people in furthering amity between the continents may have something to do with the decision of Pan American Airways officials to establish the system's northern United States terminal in Miami. It was well developed about a decade before the national "Good Neighbor" policy came into being. However, all of these later developments gave impetus to the movement.

Situated so near to the Caribbean area and the British West Indies and not so distant from Central America and the northern coast of South America, it was inevitable that the eyes of Miamians should be cast southward toward these neighboring lands and that there should eventually come about a bid for friendship with their peoples.

Establishment of regular air travel between Miami and countries to the southward brought to realization the dream of Miami leaders for closer contact

with the neighboring nations to the southward. However, the shortening of flying time, due to the rapid improvement of flying equipment, and the gradual extension of the air lines and betterment of schedules has caused the hopes of the early leaders of the movement to be more than realized. The entire Caribbean area has been brought days or hours nearer since the initial operations of the airways system. The Miami terminal, the first and original base of America's international air transport system, now serves about 57 countries and colonies over more than 60,000 miles of air lines.

All of the twenty republics of the western hemisphere can be reached today by air from Miami, and the most distant capital of South America in five days. The city has become the location of the most active international airport of entry in the United States. In 1939, a total of 61,484 persons cleared through the Pan American Airways international airport at Miami, and the first six months of 1940 shows a 37 per cent increase in air travel to and from Miami through the terminal over the travel for the corresponding period of 1939.

In recognition of the increased importance of a completely unified western hemisphere, an objective advanced by President Roosevelt, Pan American Airways has just recently inaugurated a program for more frequent schedules and faster service on its inter-American routes. As a result of this, there are now six flights weekly between Miami and Buenos Aires, three down the east coast and three down the west coast of the South American continent.



Dr. Victor Andres Belaunde

Also included in the program was the inauguration on last July 4 of the first non-stop air service between the United States and South America. Twice weekly stratosphere flights are now being made in this service between Miami and Barranquilla, Colombia, thereby bringing Miami and the north coast of South America within six hours of flight. This service also provides through connecting air schedules in Colombia by which the Canal Zone may be reached from the United States in nine hours and 40 minutes of daylight flying time, all in one day.

The University of Miami, which has given strong impetus to the Pan American movement in both continents, is situated in Coral Gables, a municipality closely adjoining Miami and with all kindred interests. The University is as much a product of the work of Miami leaders as of leaders of Coral Gables, for Miamians aided most materially in its establishment and give it their full support. However, when the founders of the city of Coral Gables first made plans for the city, a great university was considered an essential part of those plans.

The city itself sprang into being, it might be said full-blown, as a result of the great national interest in Florida real estate and home ownership in 1925-26. From its inception, the founders agreed the Spanish and Spanish type form of architecture would be generally employed, and this became so popular it was generally employed throughout the Greater Miami area.

Because of the financial recession that followed the real estate "boom" and the hurricane of 1926 that further retarded the population growth and progress of Southeastern Florida, an adequate endowment of the university was prevented. It was started on a smaller scale than was intended, but some now regard this as fortunate because it kept its Pan American activities from being restricted to graduate students. On the contrary, its activities have been restricted to under-graduate students and to adults of the Miami area.

It was natural that the University's first efforts should be devoted to interpretation of the culture of the other American



Administration Building and Women's Residence Hall of the University of Miami.

Republics to North America, and it pioneered in this field.

When the institution opened its doors for the first time in October, 1926, it had on its faculty Dr. Victor Andres Belaunde of Peru, well known to diplomatic staffs in both North and South America. He served as head of the University's Hispanic-American department. Dr. Angel del Rio, a Spaniard, was also a member of the first faculty, giving instruction in the Spanish language. Its courses included one in "History 56—South American History."

Dr. Belaunde immediately organized the University's Institute on Inter-American Relations. He also organized and conducted the Pan American forum during the 1926-27 school year. His brother, Dr. Rafael Belaunde, later joined the University staff, serving for three years. He is now a member of the board of trustees. The forum initiated is now known as the Hispanic-American Institute.

Among other prominent citizens of the other Americas who have served on the faculty of the University or are now serving are Juan Clemente Zamora of the University of Havana, and Arturo Morales Carrion, formerly of the faculty of the University of Puerto Rico. Since the opening of the University, except for one short gap, there has

been an instructor from some part of the South American continent on the University staff.

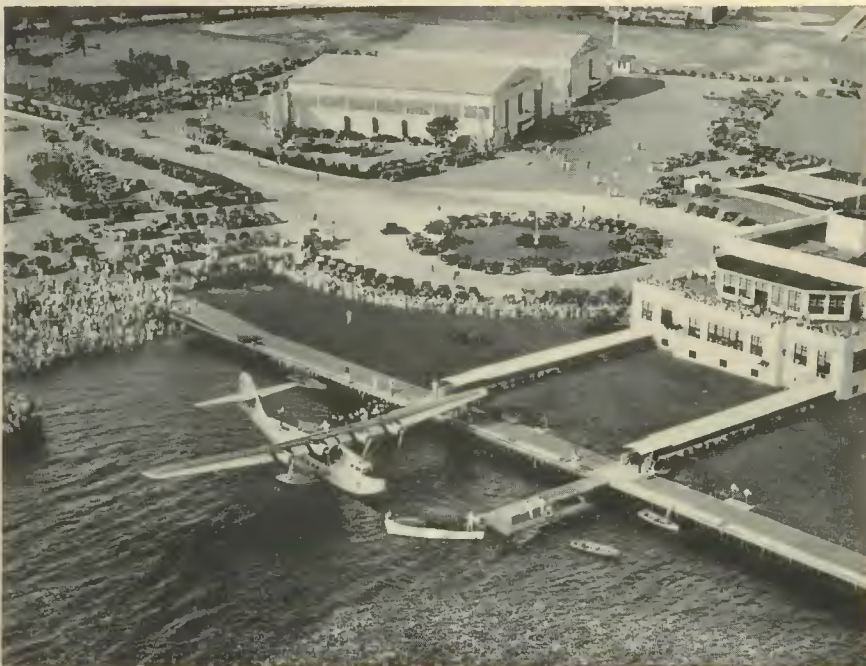
Course offerings in the Hispanic-America field have increased very rapidly until now a broad general background is offered the student. An interchange of books and periodicals is carried on regularly by the University with educational institutions in the American Republics. Portuguese has been added to the course of study. Scholarships are offered to students from the Americas, and the University has sent several full time students to the University of Havana for study. One year the University sponsored a student tour of Havana and intends to sponsor other tours in the future.

Most of the University's initiative and perseverance in Pan American relations experimentation is due to the efforts of its president, Dr. Bowman F. Ashe, who has served as head of the institution since its was founded and who has been deeply interested in the task of making the University common ground for students of both continents.

The number of students from the Americas attending the University has greatly varied from year to year, but they have taken a strong interest in its activities in every school year, joining its student organizations and taking an active part in all University matters. During one school year, about five per cent of the student body was from the

American Republics. The attendance was given considerable impetus by the closing of the University of Havana for several years. It is the belief of the University leaders that the students from the Americas carry back with them to their home countries a better understanding and a feeling of friendship for North Americans—that they are inseparably bound to Miami by the memories of the happiest days of their lives, school days. The graduates of the University in one South American city, at least, are so numerous they have formed an alumni association. This is in Lima, Peru.

Every effort is made by the University heads



A Pan American Airways Clipper at Miami's International Pan American Airport, Dinner Key.

and the student body to make the Latin-American students feel welcome and in congenial surroundings. They are instructed in English, and for several years the student publication, "The Hurricane," has had a weekly column in Spanish, an unusual feature for an American college newspaper.

Such a genuine, deep-seated interest in Pan Americanism has been displayed by the Miami public that it is difficult to determine whether this mass movement, certain phases of which have been organized, the University, or Pan American Airways' operations and missionary work is most responsible for a ripening feeling of friendship between the American republics to the southward and the United States.

Miami women leaders pioneered in extending the hand of friendship as early as 1930 when a group of them, accompanied by the nationally-known columnist, George Matthew Adams, went on a good will mission to Havana aboard the first airplane to leave Miami in regular passenger air service to countries to the southward. This service was established by the NYRBA—New York, Rio and Buenos Aires—Air Lines, which organization was later absorbed by Pan American Airways.

Messages of good will and greeting to the women of Cuba, inscribed on parchments, were taken by the group to Havana. The month following, women of Cuba returned the visit.

This good will gesture laid the foundation for the Pan American League, an international organization which now has several thousand members and has its international headquarters in Miami. Founded in February, 1930, this organization is referred to by its leaders as "an experimental laboratory for new projects in furthering the work of building inter-American friendship and understanding." It has as its aims "to create fellowship, sentiment and cultural appreciation between the women of the twenty-one nations, to impress the minds of the youth of these countries with inter-American understanding and good will, to stimulate among the people of these countries a sincere desire and determination to live in peace and unity, exalting international justice and law above all." Its president is Mrs. Clark Stearns of Miami.

The League has worked in close cooperation with the Pan American Union throughout its existence.

Its experiments resulted in the first Inter-American Institute, held in Miami for the first time in 1933, attended by seventy-five of the best known Latin American authorities in the United States, and with diplomatic representatives of Ecuador, Bolivia, Chile, Cuba, Colombia, Panama and Mexico as special guests. Leaders of the sessions were Dr. Henry Grattan Doyle, dean of the George Washington University, and Dr. Huhert C. Herring.

The league, supported by nominal membership dues, annual contributing and sustaining memberships and special gifts from those interested in inter-American friendship, actively encourages and supports Pan American scholarships through its senior branch.

One of the most notable activities has been its move to "break the language barrier" to understanding between the Americas.

More than a year ago it made Miami the center of a national "learn Spanish" movement in an experiment in mass instruction based on the Chinese method of proven success. During this movement hundreds of persons in Miami alone attended classes in conversational Spanish. There were more than 1,000 in attendance at such classes in one week and many others attended classes conducted by private tutors. Other branches of the Pan American League, located elsewhere in the United States, held classes in mass instruction patterned after the Miami experiment.

This movement was extended to benefit citizens of the American Republics by the presentation of a course in English lessons over short-wave radio. The effectiveness of the coverage was demonstrated by the report from European radio listeners that they had heard the lessons.

Another phase of the League's invaluable work in Pan Americanism is the presentation of gift libraries, composed of American classes and representative literature, to libraries in American capitals. These are sent to the librarians desiring them at no cost and with the compliments of the League.

Yet another of the League's activities is the undertaking in Miami of experiments for endeavoring to infuse inter-American knowledge and spirit into youths in the high schools. This work has led to the establishment of a students' activities branch of the League. So successful has the high school experiment been, that there are now several score of student organizations interested in inter-Americanism efforts, all directed from Miami, and the movement has been extended to elementary schools and colleges. Thus the League is reaching all ages of students and all walks of life to make effective better inter-American understanding.

The League also holds regular "off the record" luncheons, where forum discussions by well known authorities on pressing controversial issues are featured.

But perhaps the League is best known in Miami for its annual Pan American Day, officially designated by the city to begin April 14 of each year and which lasts more than a week. Colorful pageants depict historic events in the lives of the

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WHO'S A GRINGO?

Contributed by James B. Stewart,
Consul General, Zurich

Everybody's Digest, July-August, 1939, said that the name "Gringo," applied by Mexicans to Americans, owes its origin to the American song, "Green Grows the Grass."

But does it? Frank H. Vizetelly, lexicographer, editor and author, in a letter several years ago to *The New York Times*, says that it does not. The letter reads as follows:—

TO THE EDITOR OF *The New York Times*:

Will you permit me to contribute a few words on the subject of the origin of the word gringo? Gringo is an old Spanish word that antedates the Mexican war by seventy years. It was defined by the first edition of the Standard Dictionary, 1891, as "One of English blood or speech; a contemptuous epithet." By the New Standard, 1913, the term was treated as follows: "In Spanish America, a foreigner, particularly an American or one of English blood or speech; a contemptuous epithet, (Spanish gibberish)."

I have been able to trace the word back to 1787, 129 years, and find it explained in P. Esteban de Terreros y Pando's "Diccionario Castellano," published in Madrid in that year. See Vol. II, p. 240, col. 1: "Gringos llaman en Malaga a los extranjeros, que tienen cierta especie de acento, que los priva de una locución fácil y natural Castellana; y en Madrid dan el mismo y por la misma causa con particularidad a los Irlandeses."

Roughly translated, this means: "Gringos — The name given in Malaga to those foreigners who have a certain accent which prevents them from speaking Spanish fluently and naturally; and in Madrid the same term is used for the same reason, especially with reference to the Irish." The word may be found also in Melchior Emmanuel Nunez de Taboada's "Dictionnaire Espagnol-Francais," published in Paris in 1845: "Gringos, -ga-Adj.. (figure et fa-

milier). Grec. hebreu. On le dit d'une chose inintelligible." Translation: "Gringos -ga- (figuratively and colloquially). Greek Hebrew. It is said of a thing that is not intelligible."

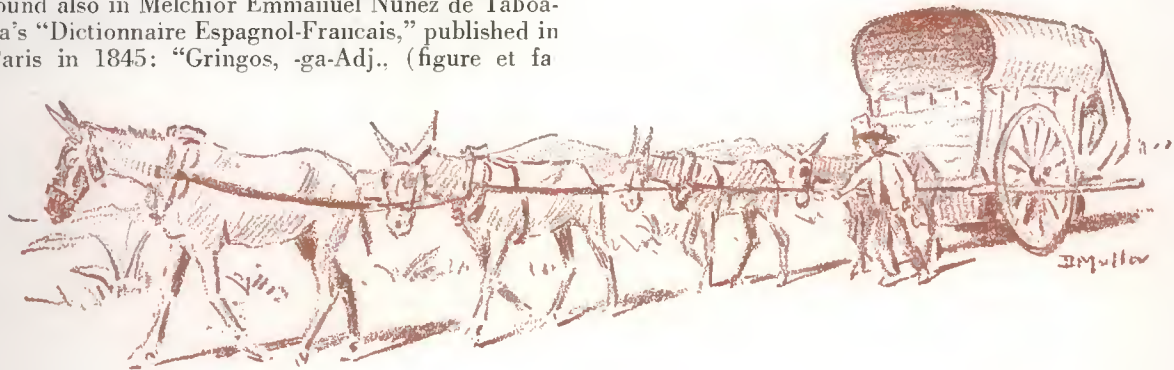
FRANK H. VIZETELLY.

In a letter dated Washington, July 11, 1916, Wm. C. Wells also shows that the word Gringo antedates the Mexican war. His letter reads:—

TO THE EDITOR OF *The New York Times*:

I did not see the letter of Pierre de Klein on the origin and use of the word "gringo," but at the risk of repeating what perhaps he has already said I would confirm the facts respecting this word. Gringo appears in the last edition, (the fourteenth) of the Dictionary of the Real Spanish Academy and I am sure has appeared in all prior editions, certainly in the ninth and twelfth. It is a corruption of the word griego (Greek). Correctly used, as stated in the Academy's dictionary, it occurs only in the phrase "hablar en griego." Gringo is not correctly applied to a person. So applied its use is vulgar, but, nevertheless, more or less common. Hablar en griego is to speak unintelligibly, or in gibberish; so one who speaks gibberish, e.g. a foreign language, is a gringo. The word is not peculiarly Mexican or even Spanish-American, but good and old Spanish, in constant use in Spain and wherever Spanish is spoken. The Garnier dictionary, (Paris, 1892), after defining the word in its vulgar sense as applied to all foreigners, says that in tropical America it is especially applied to Italians.

WILLIAM C. WELLS.



Britain's Minor Isles

By SARAH H. DRAPER

PEPPERED about the coasts of their more pretentious and better known sisters, England and Ireland, Britain's Minor Isles have kept their own individuality and characteristics as clearly as though never brought under the rule of one central government.

What is there about the life on an island, no matter how closely in touch it is with the mainland, which makes for this independence? One can travel all summer within a day's journey of London and find as varied a series of people, customs, and histories as in the course of an extended European trip.

The Channel Islands, Skye, the Arans. Could any be more widely different or more fascinating? The fact holds true even down to countless tiny islands, whether inhabited or not; Blaskett and Iona; Jaffa and Aran; and far in the north among the Hebrides. Indeed, it might be said that the smaller the island the more concentrated and intact its individuality.

When it comes to the exploiting of islands there was perhaps never such an example as that of Guernsey of the Channel Islands.

There is not an inch of its land but that has been put to some use. Inland a veritable sea of greenhouses stretch in all directions. Along the coast the pastures and gardens are fitted together as neatly as pieces of a puzzle.

The whole island is on a miniature scale. A parish is as big as an ordinary English property; a meadow pastures one, or at the most, two cows; the cars move along the roads at snail's pace as though to make the distances seem longer.

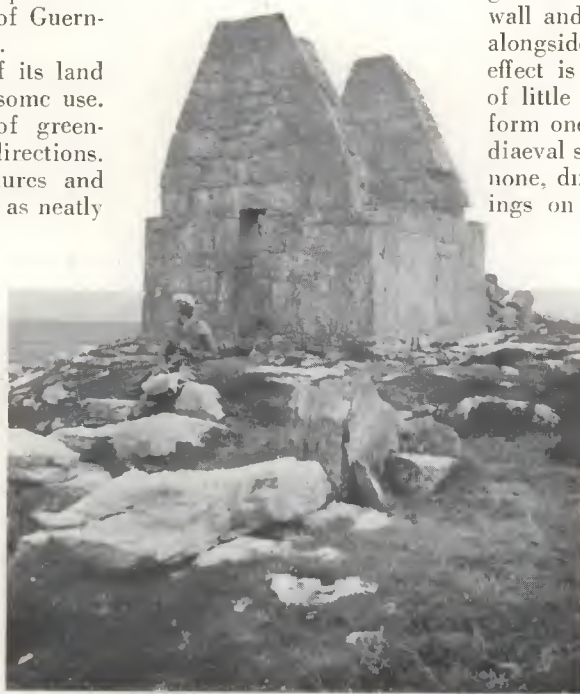
For scenery Guernsey is naturally handicapped by such intensive development. Indeed, as compared to the other Channel Islands, it might be said

that the only outstanding view is that from Victor Hugo's room in house on the bluff. In the matter of relics and antiquity, however, especially things dating back to prehistoric times, the island is rich. There are at least a half dozen "Dolmens," or prehistoric burial vaults, on Guernsey alone which by the bones found there have been dated about 2,000 B. C. and which because of their similarity to Irish and Breton "Cromlechs" have been ascribed to Druidic origin. "La Hougue," the largest, is a high mound overgrown with grass and built of gigantic stones like those of Stonehenge. It is divided into seven rooms, in one of which were found two skeletons sitting back to back; in another some pottery and weapons; and in the largest, carved on the ceiling, the rude image of a man.

Except for Castle Vale, of which nothing remains, and Castle Cornet, which guards the harbor entrance, there is little architecture of any great age save a few churches. Channel Island churches have a character all their own. The architects ap-

parently instead of enlarging an outgrown church knocked down one wall and built another little church alongside, continuing this until the effect is that of a whole collection of little chapels herded together to form one church. Of recent or mediaeval sculpture there is practically none, due to strict Puritanical leanings on the part of the islanders; but in front of Saint Martin's Church there stands a curious, prehistoric statue. Perhaps it is some heathen goddess.

Here and there appear remnants of the mediaeval days: a chapel of the tenth century built by the original Lords of the Islands, and containing traces of ancient frescoes and nearby an even more striking relic which is still in use. It is an out-of-doors feudal court-



Fifth Century Chapel on a British Isle

room with a huge stone slab for table and stone seats, like mushrooms, with swivel tops. Guernsey is perhaps the only place in the world where the feudal system has been preserved intact, even to the rentals paid in wheat, cows, or flowers instead of money.

The houses are for the most part new and characterless, but some of the older farms are typically Norman-French, only with one rounded corner, as though influenced by lighthouse architecture, or perhaps by the Martello towers which dot the coast-line.

On a hot summer's day, when the sun has turned the Channel water as blue as the Aegean, Guernsey can look as tropical as some island of the Caribbean. The extreme simplicity of the houses reminds one of those in Bermuda. The roads, narrow and powdery, wind between mud-faced walls and thick, tropical hedges; while many a garden boasts a palm or two.

As for the people, they have kept their inherited characteristics of reserve, independence, and conscientiousness; but the French tongue which was spoken up until a few years ago is dying out. Frequent transportation to the mainland and an influx of English tourists as well as the rate of exchange between English and French money were factors binding Guernsey closer and closer to her mother country.

Jersey is larger than Guernsey, more haphazard, more picturesque. Except for Sark it has the most dramatic coast-line of any island in the group. Its crags are riddled with gigantic caves and its rocks beaten into strange shapes as though by a sculptor's mallet.

Not even Belgium can boast being more fought and haggled over than can Jersey. Up until 1918 it has ever been in danger of attack, yet despite close proximity to France the islanders have stuck to their rights as Englishmen, ruled their own affairs, and built up a reputation of sturdy pluck and determination. The old Lords of the Island were not afraid to hold out for their rights against either side, and their castle, Mont Orgueil, has seen as brave deeds as even Stirling which it so much resembles.

Some of the islanders' dauntlessness still shows itself in sailing profess. They do a deal of small-boat sailing despite the incredible island tides which go out for miles and leave a wet expanse of boulder strewn sand. Picking one's way at half-tide is a nightmare.

Woe to the skipper who miscalculates, or gets becalmed. He will return to find his mooring-buoy far up on the beach; while all about him



Dunvegan Castle on the Isle of Skye. The ancestral home of the Macleods.

steamers and fishing-boats loll drunkenly on their sides waiting for the incoming water. Even more dangerous is it for the air-pilot who is delayed until that same tide comes in. He will find his spacious landing-field awash and no possible ground on the whole island.

Is it any wonder then that every Jerseyman knows the time of tides as he knows tea time? His whole life is regulated by it.

Inland, in pleasant contrast to the endless Guernsey truck patches, are small farms of an English character and big French country places. Yet despite the various Norman land-owners there is less French spoken than on Guernsey. What



The rocky coast of Jersey.

little does remain is a curious patois, considered the nearest thing extant to what William the Conqueror spoke.

The soil is so sandy that the islanders pile quantities of seaweed on their fields as fertilizer, building them yearly to a higher level, while they dig the road down to solid ground. The result is that one walks along a road with one's head on a level with the plant-roots; a curious worm's-eye impression which is exaggerated by stupendous height of their chief crop, cabbages. Every "bank-holiday tripper" and every "petit bourgeois en vacances" would have considered his excursion a failure did he not bring home a walking-stick cut from one of these six-foot cabbage stalks.

Iona's entity was crystallized when the Synod of Whitby drove Columba's monks from their monastery. So vivid was the impress left by these men that no later inhabitants have overshadowed it. Summer colonists may build their cottages along the road to the church, but it is Columba of whom one thinks; beaching his coracle and climbing the hills, or sitting down to rest where now stands a Celtic cross. Swarms of tourists may disembark twice a week to herd from relic to relic and listen with bovine placidity to the guide's explanations; but they bring no change to the island. They puff away again in McBrayne's bumptious little steamer, around the Isle of Mull and back to Oban, before the first apricot light of evening has flooded the rocks of Iona.

True peace can only be found where dwells great age and great wisdom. Here dwell both, enhanced by a personality so vivid as never to be dimmed by time; one of the most sympathetic figures in all history: Columba.

It is said that he came to Iona as an act of penance after a fight (and a bloody one at that) over a manuscript he had copied without permission. He chose this little island as the first spot from which he could no longer see his beloved Ireland.

One loves him the more for this slight lapse from saintliness as well as for the tales of his skillfulness in navigating a coracle through the stormiest of Irish seas.

He was of that rare type of man who never meets another but that he makes him his follower; and never dwells in a place but that he leaves on it his stamp. Everywhere that he went and in every church that Columba founded there remains a certain unaccountable atmosphere, strong as when he and his monks taught and studied. Perhaps it is the soft sound of his name that softens the voice of whoever mentions him, or the tales that have been handed down about him; but what-

ever the reason, in each of his settlements the sun would seem to shine more cheerily, the flowers bloom more gaily, and the people be more contented for his having lived there.

Next to Iona there is no island so haunted as Skye. But what a vastly different ghost is the harrowed and despairing phantom of Skye's grim moors as compared to the gentle Columkill!

Religion on Skye is harsh. Night after night I have listened to my landlady's family, gathered in their front parlor below my bedroom, singing endless blood-curdling Gaelic chants, until the children whimpered in fear and the adults came up to bed with a look of horror on their faces. The people have lived isolated from the mainland for too many generations; they have sat for too many days listening to the wailing of sheep through the mist, and too many nights with only the howling winds for company. They have believed far-fetched tales and in the long hours of guarding their sheep they have given loose rein to imaginings. The nervous tension is beginning to tell.

For some reason the moors lack the grandeur of Scotch hills. Along the shore they are low and desolate; in the centre broken up and precipitous. Nature in its making has been bewitched. Macdonald's Forests and Macleod's Tables are not hills. They are things of magic; mud-pies of a playful giant.

And the Coolins! How can a man's life be as other men's with the supernatural towering so close above him?

Were they in plain sight the Coolins might at length fit into the everyday scheme of things. What can be clearly seen, even though it be thrown straight from the mouths of Hell, must in time lose its awesomeness. But who on Skye has caught more than a fleeting glimpse, a few hours in length, of the Coolins? Day after day the grey mists swirl about them. Day after day the men of Skye watch the mist creep up their black sides until one puff of wind might disclose the tops, only to see the cloud swoop down and envelop the whole once more.

They are a close people, the people of Skye, and undemonstrative. They have the natural dignity of a race whose history from the very beginning has been that of hardship and bloodshed.

It has been said that when the Macleods and Macdonalds could not agree as to which family should own the more fertile half of the island, they fitted each a boat manned by their strongest young men to race across from the mainland. Whatever man first touched the island shore, to his clan would the coveted section be given. It

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Guns, Rice and Beans

Defense Behind the Defense in Puerto Rico

By DAISY RECK, Author of "Puerto Rico and the Virgin Islands"

ABRUPTLY, in these parlous times, has come a new awareness of the significance to the continental United States of the American island of Puerto Rico.

Strategically located at the outer rim of the Caribbean, within a 1,000 mile striking radius of the Panama Canal, and surrounded by British, French and Dutch neighbors, the island today is pregnant with defense importance. This has thrown it prominently into the public prints.

Less widely publicized, but none the less conducive to a revised public estimate of the value of the island, is the fact that Puerto Rico is, in effect, a showcase where the wares of democracy as it is practiced in the continental United States are prominently displayed to an ever curious audience of South and Central American neighbors. According to some experts, the Spanish speaking island may well become a vital link in the good-neighbor chain which is being forged for the American continent.

Military defense projects have been underway in Puerto Rico for the past year. Economic defenses have reached a new high in activity during the past six years. Both are changing the character of the once obscure island in the Caribbean.

William D. Leahy, the Governor of Puerto Rico, said recently: "Puerto Rico has changed since the time one year ago. . . . Then our tropic island slumbering in the West Indies, was beginning to stir with a new life of military activity."

Today, the first stir has blown into a hurricane of defense armament. With the velocity now at a top speed, it is expected to be thus maintained until the present \$21,000,000 program is completed.

When that time comes, "no belligerent power would attempt an attack on the east coast of mainland United States or the Panama Canal area and leave Puerto Rico, bristling with planes, guns and warships, flanking its line of communications," Governor Leahy has stated.

Today, the shadows of United States Army and Navy pursuit planes dance a modern ballet over the obsolete fortifications which flank the city of San Juan, Puerto Rico.



Not since the days when the Spaniards drove to completion El Morro, San Cristobal, the famous Military Highway and other massive bulwarks of defense has there been such a burst of military activity in the island. Regularly now, the dim quiet of Puerto Rico's night is broken by the heavy creaking of well-stocked Army trucks weaving over the tortuous mountain roads.

When the program started, Puerto Rico's *jibaros*, the men of the mountains, crept anxiously to their doorways to peer at the thunderous caravans. Now they slumber, unconcerned. The rumble of trucks and the drone of pursuit planes which maneuver in the cloudless tropic sky above have become as commonplace as the stock diet of rice and beans.

Specifically, this is what is happening as the Army and Navy proceed to strengthen land, sea and air defenses in the island. The Navy, with a \$12,000,000 program, is concentrating on development of an air and submarine base on Isla Grande, in the harbor of San Juan. This work, which was begun last fall, includes development of facilities for patrol planes as well as planes to be used aboard aircraft carriers. It also includes construction of a breakwater and berthing, fuel supply depots, and other facilities for submarines. The project was given a priority status in the Hepburn board report to Congress in 1939, urging establishment of bases in both the Atlantic and Pacific, and every effort is being exerted to rush it to completion ahead of schedule because of its tremendous strategic importance in the Caribbean.

Illustrative of the importance with which this area is regarded is the fact that last winter the Navy designated Puerto Rico as a separate naval district, the tenth, under Rear Admiral Raymond A. Spruance. Inasmuch as no major Navy facilities had been maintained in Puerto Rico, the island previ-

ously had been under direction of the Charleston, South Carolina district.

The Army, similarly, is advancing a \$9,000,000 expansion program in the island, the chief item of which is Borinquen Field, an \$8,100,000 air base. Like the Navy, the War Department last July established Puerto Rico as a separate department, headed by Brigadier General Edmund L. Daley. Following this, the Army immediately stepped up its garrison there until it now totals about 200 officers and 3,000 enlisted men, approximately double the strength of a year ago.

Work has progressed on the new Army air base to such an extent that the first contingent of planes already has been sent to the island, and more are scheduled to follow. Communications and weather detachment forces also have arrived.

While national defense developments in the islands are technically under the Army and Navy officials there, it is understood that Governor Leahy, who formerly was chief of United States Naval Operations, is occupying a man-in-the-middle position in coordinating various problems that arise in the two services.

Summing up broadly the program of defense, he said recently:

"Working in close cooperation, with understanding and enthusiasm for a common cause, we have transformed waving canefields into gigantic air bases; we have deepened our harbors to make mooring grounds for warships; we have unwound tortuous mountain roads to give passage to motorized divisions; we have brought earth from the ocean's bottom to make foundation for sea plane bases; we have, literally, moved mountains to make way for long-range coastal defense units. All this has been done by the skill of our military men, and by the strong hands of the people of Puerto Rico."



Fort San Cristobal, San Juan, Puerto Rico.

While events have catapulted to throw the little island into the position of a bottleneck for Western Hemisphere defense, all within a period of the past few months, other developments, over a period of years, have been afoot in Puerto Rico. Today, a definite rehabilitation program stands as a living example of the workings of democracy when that democracy has been stirred from a complacent inertia to respond to an urgent need. The results are being watched intently, not only by observers in America, North and South, but by various countries throughout the world, not excluding Germany.

Under the program of the Puerto Rico Reconstruction Administration, Puerto Rico is being administered the stiffest antidote of any non-contiguous territory of the United States, not because it was a favored child, but because its need was far more desperate and acute than that of Alaska, Hawaii or the Virgin Islands.

Puerto Rico's constant and obvious problem is overpopulation and land-scarcity. In the forty odd years since American occupation of the island, with the introduction of American health regulations, the death rate has been halved and the population has doubled.

With a present population of approximately 1,800,000, the island, about 100 miles long and 35 miles wide, is one of the most densely populated agricultural regions in the whole world. It attempts to support an average of 530 persons on each square mile. The State of Nebraska, also an agricultural area, has only 17 persons for each square mile. In Puerto Rico, there are being added annually 40,000 persons, which means that a child is born on an average of every 13 minutes.

Added to this problem has been the concentration of the best lands in fewer and fewer hands; the improvement of the independent farmer; overcrowded slum areas with attendant disease.

These conditions did not appear suddenly. They had developed over a long period, dating, some of



Concentrated cultivation in the densely populated island of Puerto Rico.

them, from the days of the Spanish conquistadores.

Obviously, there was a need for a plan and a program.

Both were worked out and the results today, while far from complete, make for a study as absorbing as can be encountered in any tropical country.

The program naturally hinged on several objectives: land redistribution, land resettlement and social schools, soil conservation and rural electrification.

The accomplishments, to date, have cost some \$72,000,000 and the United States Government is inclined to the belief that the amount has been profitably spent.

Because the island is primarily an agricultural area, emphasis has been laid upon rural resettlement and rehabilitation. Some 46,000 acres of land have

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

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EDITORS' COLUMN

The moment is opportune for the appearance of a Caribbean number of the JOURNAL. Threatening developments at both extremities of the Eastern Hemisphere oblige the Western to give solemn thought to its own moral unity and physical defense. The Caribbean as the crossroads of the hemisphere, where the lines of trade, strategy, and culture meet and interweave, enters more than ever into the awareness of the citizens of the American Republics, of which the United States is but one.

Now happily, in time of need, the good neighbor policy, so carefully and wisely cultivated by all the Republics in recent years, bears fruit, and the Caribbean is the first theater of its fruition. The conference at Panama in 1939 inaugurated a unified American policy toward belligerent Europe. The conference at Havana, meeting after the totalitarian states of the Eastern Hemisphere had extended their hegemony over many nations which had been independent for centuries, fortified and elaborated the structure of American unity and defense, with especial attention be it noted to the integrity of the Caribbean as an American stronghold. Public opinion in the United States, without distinction of party, has recognized the especial significance of the accomplishments at Havana of the Secretary and his colleagues from the other American Republics.

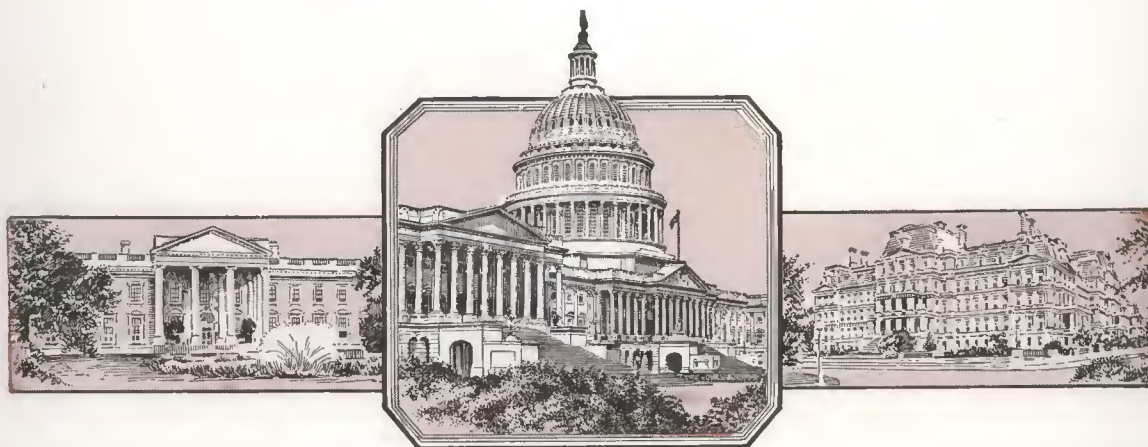
While a high degree of moral solidarity and political collaboration in the Caribbean has been achieved by these conferences, the physical defense of the area has not been neglected. Articles in this issue of the JOURNAL describe the steps which are being taken in the Canal Zone, in Puerto Rico, and in the adjacent seas to insure that no hostile force shall occupy these crossroads and that the highway which unites North with South America and their Atlantic with their Pacific coasts shall remain open and well traveled.

In closing, we cannot forbear to add that the part which the Foreign Service has played and will continue to play in this vital business of American collaboration and defense is a source of pride and satisfaction to all of us.

FOREIGN SERVICE WIVES

In order to assist with advice and suggestions the wives of Foreign Service officers who have been evacuated from Europe, a committee has been constituted in the Department of which Miss Cornelia Bassel, Assistant to the Director of the Foreign Service Officers Training School, Miss Adele Dix, Chief Clerk of the Division of Foreign Service Administration, and Miss Jane Wilson, Secretary to the Executive Committee of the American Foreign Service Association, are members.

THE AMERICAN FOREIGN SERVICE JOURNAL



News from the Department

By REGINALD P. MITCHELL, *Department of State*

Ambassador Norman Armour

The Ambassador to Argentina, Mr. Norman Armour, arrived in Washington by plane on August 15 from Buenos Aires and visited the Department preparatory to beginning home leave.

Ambassador A. J. Drexel Biddle, Jr.

The Ambassador to Poland, Mr. Anthony J. Drexel Biddle, Jr., accompanied by Mrs. Biddle, arrived at New York City on August 10 on the S. S. *Excalibur* from Lisbon. They proceeded to Washington and spent almost a week before going to White Sulphur Springs, West Virginia, on leave.

Ambassador John Cudahy

The Ambassador to Belgium, Mr. John Cudahy, arrived at New York City on August 13 on the Pan American Airways *Dixie Clipper* from Lisbon, following a brief stay in London. He was received by President Roosevelt at the White House on August 15 and remained in Washington about three days before rejoining Mrs. Cudahy in New York City and proceeding on leave to his home in Milwaukee. He planned to return to Washington in mid-September.

Ambassador William Phillips

The Ambassador to Italy, Mr. William Phillips, accompanied by his daughter, Miss Beatrice Phillips, who has been serving in Paris with the American Friends of France organization recently, arrived at New York City on August 10 on the S. S. *Excali-*

bur. He was received by President Roosevelt at the White House on August 14. He stated that he planned to proceed immediately to the Maine woods on leave and that he expected to leave for Rome in September.

Minister George A. Gordon

The Minister to the Netherlands, Mr. George A. Gordon, accompanied by Mrs. Gordon, arrived at New York City on August 10 on the S. S. *Excalibur* from Lisbon, having proceeded from The Hague through Germany by train, through Switzerland by bus, and through France and Spain by truck, reaching Lisbon on the day before the vessel sailed.

Minister Ferdinand L. Mayer

The Minister to Haiti, Mr. Ferdinand L. Mayer, accompanied by Edward J. Sparks, Second Secretary and Consul at Port-au-Prince, arrived at New York City on August 4 on the S. S. *Cristobal* and visited the Department for several days. Mr. Mayer left to spend leave principally in Vermont, and Mr. Sparks returned to Port-au-Prince.

Minister Louis G. Dreyfus, Jr.

The Minister to Iran, Mr. Louis G. Dreyfus, Jr., was received by President Roosevelt at the White House on August 13 and left Washington two days later by automobile for San Francisco, where he planned to have sailed on August 31 on the S. S. *President Polk* for Bombay, en route to Tehran.

Foreign Service Officers

Gerald A. Drew, accompanied by Mrs. Drew and their three daughters, Deirdre, eight years old, Judith, six years old, and Joan, five years old, sailed from New York City on August 2 on the S. S. *Santa Lucia* for Quito, where Mr. Drew will serve as Second Secretary and Consul. Following the conclusion of his tour of duty in the Division of the American Republics he had spent the month of July on leave, principally in Washington.

Daniel M. Braddock, until recently Second Secretary at Caracas, accompanied by Mrs. Braddock and their two sons, Daniel, seven years old, and John, four years old, sailed from New York City on August 9 on the S. S. *Argentina* for Porto Alegre, where Mr. Braddock will serve as Consul. They had arrived from Caracas on June 6 on the S. S. *Santa Paula* and had spent home leave partly in New York City and partly with relatives on Lake Michigan.

Alfred W. Klieforth, Consul General at Cologne, returned to the Department on July 13 for a brief stay at the end of home leave before sailing for his post from New York City on July 18.

Clayson W. Aldridge, Consul at Singapore, visited the Department for about one week, beginning on July 13, while on home leave and returned to his home in Rome, New York. He sailed from San Francisco on August 31 on the S. S. *City of Newport News* in returning to Singapore.

Orme Wilson, until recently Counselor at Brussels, arrived at New York City on August 13 on the Pan American Airways *Dixie Clipper* from Lisbon. He visited the Department for several days after his arrival and left for Bar Harbor, Maine, to spend part of his leave before assuming his new duties in the Department.

V. Harwood Blocker, until recently Vice Consul at Mexico City, arrived at the Department on July 22 by plane from his post, and received instruction prior to departing by plane on the following day for Fort de France, Martinique, to reopen the Consulate which he closed some months ago. He had stopped off en route to Washington at Brownsville, Texas, to spend a few hours with Mrs. Blocker, who underwent an operation there, and with their son, Harwood, III, three years old.

Fulton Freeman, who has been on duty temporarily in the Visa Division since completing the last F. S. O. Training School course, left Washington on August 10 by train for his home in Pasa-

dena, California, preparatory to sailing from San Francisco on September 4 for Peiping, where he will serve as a language student.

Richard W. Byrd, Vice Consul at Calcutta, registered at the Department on August 7 following his arrival from his post and spent several days before proceeding to Norfolk on home leave. He planned to visit Washington again in late September.

Parker T. Hart, Vice Consul, who has been on duty for a short time in the Department, left Washington by plane on August 3 for Rio to serve a temporary detail in the Consulate General before proceeding to his new post at Para.

J. G. Groeninger, Consul at Auckland, visited the Department on August 5 and left his home in Baltimore a week later for California where he sailed from Los Angeles on August 21 on the S. S. *Monterey* for Auckland.

Alvin E. Bandy, Vice Consul at Tientsin, registered at the Department on August 7 while on home leave. He planned to sail from San Francisco on September 6 to return to Tientsin.

John H. E. McAndrews, Vice Consul at Nassau, visited the Department on August 7 and again on August 25-26 while on leave prior to returning to his post.

Edward G. Trueblood, until recently Second Secretary at Santiago, assumed his new duties on August 15 as Assistant Chief of the Division of Cultural Relations.

Mrs. Elvin Seibert, the former Baroness Ewa Gunilla Christina Beck-Frils, was naturalized in the United States District Court in Washington on August 6. She was a subject of Sweden. Mr. Seibert is an F. S. O. temporarily on duty in the Division of Controls.

Herbert P. Fales, until recently Vice Consul at Vienna, arrived in New York City on August 3 on the S. S. *Exorchorda* via Lisbon. He spent several days in Washington before departing with Mrs. Fales and their daughter to visit in Louisiana, Minnesota and California. He planned to sail from San Francisco about October 5 for his new post as Vice Consul at Tokyo.

R. Horton Henry, Consul at Buenos Aires, registered at the Department on August 1 following his arrival from his post. He spent several days in Washington and left to spend leave principally at his home in Douglas, Arizona.

George H. Winters, Second Secretary at Mexico City, who is temporarily on duty at Ciudad Juarez, visited the Department for several days in early August.

Robert Rossow, Jr., and Richard E. Gnade, recently appointed F. S. O.'s who have been on duty temporarily in the Special Division prior to receiving their commissions, left Washington on July 31 for their probationary post at Vancouver.

Edwin McKee, until recently Vice Consul at Moscow, visited the Department for several days in mid-July following his arrival at New York City on July 11 on the S. S. *Excalibur* from Genoa, where he has been on temporary duty. After leave spent principally at Moultrie, Georgia, he revisited the Department on August 7 before proceeding to his new post at Barranquilla.

Martin J. Hillenbrand, who has been on duty temporary in the Department since July 15 following completion of the last F. S. O. Training School course, left Washington in mid-August for San Francisco to sail for his new post at Rangoon on August 24 on the S. S. *President Polk*.

Joseph F. Burt, until recently Second Secretary at Mexico City, visited the Department on July 17 on home leave and remained about a week before continuing to Canada and the Middle West prior to his scheduled departure for his new post as Consul at Valparaiso.

Maurice Pasquet, until recently Vice Consul at Dairen, visited the Department on August 10 and spent about 10 days in Washington before sailing from New York City on August 24 to reopen the Consulate at St. Pierre-Miquelon.

H. Earle Russell, Consul General at Johannesburg, reregistered at the Department on August 7 and left that evening for his home in Ravenna, Ohio. He planned to return to Washington again in September for a few days before sailing for Johannesburg on October 5.

Reginald Bragonier, Jr., Third Secretary and Vice Consul at Montevideo, accompanied by Mrs. Bragonier, sailed from New York City on August 9 on the S. S. *Argentina* in returning to Montevideo after home leave and Mr. Bragonier's temporary detail in the Department.

Guy W. Ray, until recently Vice Consul at Porto Alegre, assumed his new duties in the Division of the American Republics on July 25 following his assignment made while he was on home leave. He and Mrs. Ray spent the latter part of leave visiting in San Francisco.

William O. Boswell, who completed the last F. S. O. Training School course, left Washington by plane on July 19 for Georgetown, British Guiana, where he established a new Consulate two days later. On leaving the School he had been assigned Vice Consul at Vienna, this assignment having been cancelled.

Thomas E. Burke, until recently Vice Consul at Quebec, sailed from San Francisco on August 24 on the S. S. *President Polk* for Kobe where he will serve as Vice Consul.

Mission to Dominican Republic

The Department announced on August 15th that negotiations have been proceeding at Washington for several years with a view toward the revision or modification of the Convention between the United States and the Dominican Republic of December 27, 1924. It has been decided to continue these negotiations at Ciudad Trujillo.

For this purpose, Mr. Hugh R. Wilson, former Ambassador to Germany, has been designated as the special representative of the Secretary of State with rank of Ambassador. Mr. Wilson sailed from New York to Ciudad Trujillo on August 15th on the S. S. *Borinquen* of the Puerto Rican Line.

Mr. Wilson was accompanied by Mr. Harold D. Finley, Assistant Chief of the Division of the American Republics, Department of State.

LAST CALL—PRIZE COMPETITION

October 1 is the closing date of the prize competition open to Foreign Service Officers and their wives, for manuscripts describing unusual, amusing or interesting experiences.

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

News From the Field

FIELD CORRESPONDENTS

ACKERSON, GARRET G., JR.— <i>Rumania, Hungary</i>	KUNIHOLM, BERTEL E.— <i>Iceland</i>
ACLY, ROBERT A.— <i>Unian of South Africa</i>	LANCASTER, NATHANIEL, JR.— <i>Partuguese East Africa</i>
BARNES, WILLIAM— <i>Argentina, Uruguay, Paraguay</i>	LATIMER, FREDERICK P., JR.— <i>Turkey</i>
BECK, WILLIAM H.— <i>Bermuda</i>	LEWIS, CHARLES W., JR.— <i>Central America</i>
BOHLEN, CHARLES E.— <i>U.S.S.R.</i>	LIPPINCOTT, AUBREY E.— <i>Palestine, Syria, Lebanon, Iraq</i>
BUTLER, GEORGE— <i>Peru</i>	LYON, CECIL B.— <i>Chile</i>
BYINGTON, HOMER, JR.— <i>Yugaslavia</i>	MCGREGOR, ROBERT G., JR.— <i>Mexica</i>
CRAIN, EARL T.— <i>Spain</i>	PLITT, EDWIN A.— <i>France</i>
FERRIS, WALTON C.— <i>Great Britain</i>	PRESTON, AUSTIN R.— <i>Narway and Sweden</i>
FULLER, GEORGE G.— <i>Central Canada</i>	REAMS, R. BORDEN— <i>Denmark</i>
GROTH, EDWARD M.— <i>India</i>	SCHULER, FRANK A., JR.— <i>Takya area</i>
HICKOK, THOMAS A.— <i>Philippines</i>	SMITH, E. TALBOT— <i>Nairabi area, Kenya</i>
JOSSELYN, PAUL R.— <i>British Calumbia</i>	WILLIAMS, PHILIP P.— <i>Brazil</i>
	American Embassy, Berlin— <i>Germany</i>
	American Consulate, Yokohama— <i>Yakahama area</i>

BERMUDA

The Honorable Frank P. Corrigan, Ambassador to Venezuela, was a passenger on the Grace Liner *Santa Rosa* on July 14, en route to his post in Caracas. Mr. Corrigan was accompanied by his daughter and granddaughter, Mrs. A. E. Pappano and Miss Francine Pappano. While the ship remained at St. George's for several hours the Ambassador and family came by train to Hamilton for sight-seeing, giving an opportunity for a brief visit with the Consul General.

On July 12 Vice Consul Edwin Clay Merrell was the recipient of congratulations upon the occasion of his twentieth anniversary as Vice Consul at Hamilton, Bermuda. Many friends gathered in his home for a surprise reception, arranged by Mrs. Merrell, in the late afternoon, followed by a dinner tendered in his honor by Colonel and Mrs. Ambrose Gosling, of Strawberry Hill, Paget, Bermuda.

WILLIAM H. BECK.

CALCUTTA

Consul General and Mrs. White left Calcutta by air for Tangier, their new post, on July 11th. They planned to fly as far as Baghdad, from which point they expected to wend their way across Anatolia to Istanbul. Beyond that point their route will be governed by political developments and available transportation facilities.

Other recent departures from Calcutta were those of Vice Consul and Mrs. Richard W. Byrd on statutory leave in the United States, and Vice Consul and

Mrs. Harrison Lewis and their young son, Mr. Lewis having been assigned to the Department.

EDWARD M. GROTH.

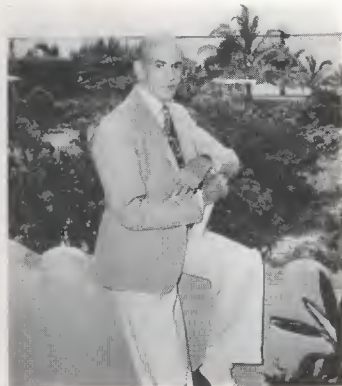
SANTIAGO DE CHILE

On May 13 the Ambassador and Mrs. Bowers arranged a private showing at the Embassy residence of the moving picture "Abe Lincoln of Illinois." The President of Chile and Sra. de Aguirre Cerda, the Foreign Minister and Sra. de Saenz and numerous members of the diplomatic corps attended the performance and remained for a buffet supper.

About the middle of June Lieutenant Colonel Omer O. Niergarth, Air Corps, U. S. Army, arrived in Santiago as head of the first United States Aviation Mission to Chile. He will be assisted by Captain Robert Burns and Lieutenant Joe W. Kelley, both of the Air Corps, U. S. Army, who arrived in Santiago in advance of Colonel Niergarth.

Nineteen ladies, members of the General Federation of Women's Clubs, arrived in Santiago by plane on June 21 and stayed until June 29, when they departed for Buenos Aires, continuing their "Good Neighbor Tour." The group was received by the President and Sra. de Aguirre Cerda at a tea at the Presidential Palace at Viña del Mar, were given a luncheon by the Mayor of Viña del Mar, were entertained at tea and at luncheon by Mrs. Bowers at the Embassy residence and by various women's clubs and organizations in Santiago.

The Ambassador and Mrs. Bowers held a reception at the Embassy on the afternoon of July 4 which



John W. Dye (right), and John H. E. McAndrews, American Consul and Vice Consul, respectively, in Nassau, Bahamas, where the Duke and Duchess of Windsor have taken up official residence. Photos by Stauley Toogood.



was attended by approximately a thousand persons, including the President of the Republic and Sra. de Aguirre Cerda, various Cabinet Ministers, members of the diplomatic corps, prominent Chileans and the American colony.

Miss Bernardine K. Rasmussen left for the north by air on July 11, to be married to Mr. Fred Stidfole at Lima.

Miss Ruth Draper, the famous American monologueist, gave three performances in Santiago on July 17, 18 and 20 and one in Valparaiso on July 18. Her skits were a great success and on each occasion she had record audiences. Miss Draper, who had already given performances in Rio de Janeiro and Buenos Aires, proceeded from Santiago to Lima.

The U. S. Cruiser *Phoenix* paid a friendly

visit to Valparaiso from July 12 to 18. Captain H. E. Fischer, U. S. N., the Commander of the vessel and members of his staff visited Santiago during the course of the visit and were received by President Aguirre Cerda, were entertained at dinner by the Ambassador and Mrs. Bowers, and at a cocktail party by the Naval Attaché and Mrs. Walter W. Webb.

On July 12 Mrs. Edward G. Trueblood, wife of Second Secretary Trueblood, and her two children left for the United States to join her husband who has been assigned to the Department of State.

On July 23, Second Secretary and Mrs. Sheldon T. Mills arrived in Santiago, accompanied by their three small daughters. Mr. Mills has spent the last year at Harvard University studying economics.

CECIL B. LYON.

At a tea reception given by Foreign Minister Arita at his official residence in honor of Mr. and Mrs. Francis B. Sayre, are—left to right—Mr. Yoshizawa, head of the American Bureau of Foreign Affairs; Mr. Francis B. Sayre, High Commissioner to the Philippines; Ambassador Crew; and Mr. Suma, head of Information Bureau of Foreign Affairs.



The Bookshelf

J. RIVES CHILDS, *Review Editor*

INTERNATIONAL BOUNDARIES. A Study of Boundary Functions and Problems, by S. Whittemore Boggs. Geographer, Department of State, with a foreword by Isiah Bowman, President, Johns Hopkins University. Columbia University Press, pp. xvii, 272. \$3.25.

For nearly sixteen years Mr. Boggs has occupied the post of Geographer of the Department of State; in that capacity he has been a friendly counselor to many of the Foreign Service officers who have been assigned to the political divisions of the Department, and his work is familiar, if anonymously, to most members of the Service.

Long established as an authority in his field, Mr. Boggs has been in frequent demand as a lecturer. During the summer of 1939 he delivered a course on Current Geographical Problems at Columbia University. This course was the origin of his book. In his preface Mr. Boggs says of his lectures: "Because of the timeliness of the subject, their publication was suggested." It would be difficult to recall when the subject in question has not been timely, and one is forced, even at the risk of an accusation of logrolling in favor of a distinguished colleague, to the conclusion that the intrinsic excellence of his presentation had something to do with the decision of the Columbia University Press to preserve Mr. Boggs' lectures in book form.

The book is more than a valuable contribution to the working libraries of those having a practical interest in international affairs, although it is as a guide to the practical aspects of boundary making that its usefulness will be greatest. It deals with a subject which may be said to fall within the tactics as opposed to the strategy of international relations. It is only too true, however, that the strategists in this field, through ignorance of the basic factors involved, have sometimes set insoluble problems before the tacticians.

Mr. Boggs' plan for his work has the merit of logic and simplicity. The chapters on the functions of boundaries, their classification and terminology, are followed by a series of chapters in which the application of general principles, or their neglect, is traced in the specific instances of the important boundaries of the world.

A number of well selected tables, maps, diagrams and photographs add to the usefulness of the book. One of the tables in particular, although bearing the somewhat formidable title "International Boun-

daries and the Approximate Measurement of the Consequent Compartmentalization of Continents." is well worthy of careful study as illustrating one of the basic theoretical concepts of the work.

The quotation of the final paragraphs of Mr. Boggs' book is justified because of the light cast upon the point of view which illuminates the entire volume:

"The peaceful solution of international boundary problems requires that the problems themselves be played down and that public emotions be not aroused. The men who act upon international boundary controversies need to shun publicity. Many people love almost any kind of a struggle, even a dog fight—at least as spectators. Scarcely any kind of controversy needs to be kept at low temperature, way below the boiling point, so much as an international boundary dispute.

"In order that boundary problems may be amicably solved, every conceivable factor should be taken into consideration when new frontiers are to be established, and the best human wisdom should be applied in placing the boundary where it promises to function with least friction and to occasion a minimum of expense. Once the boundary has been established, the functions which it serves should be kept as simple and nonirritating as possible. Progressive simplification of boundary functions is needed in nearly all parts of the world in which boundary friction has developed. Finally, provision should be made for prompt, impartial, and wise handling of incidents and disputes that do arise."

The work concludes with a number of valuable appendices which include statistics regarding the lengths of international boundaries, a table showing the historic development of the United States-Canada boundary, and frontier traffic provisions from a treaty between Hungary and Yugoslavia. A selected, but to a layman's eye, fairly exhaustive bibliography and a well organized index round out the volume.

The Department may well feel a collective satisfaction at the following words with which Dr. Isiah Bowman concludes his foreword:

"Organized knowledge in fluid or accessible form is a first consideration in peace-making. Mr. Boggs' contribution will increase in value as the exigent questions of our day are confronted by the peacemakers. It is a credit to the Department of State that its geographer has produced a basic text on the intricate problems involved in boundary establishment."

PHILIP W. BONSALE

MINARET AND PIPE-LINE, by Margret Boveri. Translated from the German by Louisa Marie Sieveking. Oxford University Press, pp. 422. \$6.25.

A better book for one on business or pleasure bent to the Near East would be hard to find. Serious study, an ability for pungent summary, and a sense of the lands described which cannot be gained except by actual experience of their special foods, heats and dusts, are well kneaded into the writing.

An early section on human geography of but twelve pages goes far to answer a question which scores of books inviting serious approval never even ask: what are these countries really like? The author replies by severing the concepts of sun, water, town, country, garden, hill, from their western connotations and restating them in terms of the Near East. Almost before we realize it, we are seated, though not always, perhaps, completely, in another environment. Thus, of the sun:

"Is anyone capable of describing the Mesopotamian sun, the sun in the Persian Gulf, the sun as it shines upon the Turkish plateau in summer? It is so all-pervasive, so inescapable. There is no shade save where man has put up an artificial screen against it. Everything is dazzling; the light is reflected and doubled in a shadowless world. It is impossible to believe when one is faced by this tormenting brilliance that in Europe thousands of people voluntarily expose their bodies to the sun on beaches, on playing fields. . . ."

We then come to a telescoped account of Near Eastern ancient and mediaeval history, all set out within the compass of 57 pages. Impossible? Well, there it is. It describes unhurriedly the main currents, it is readable, and our mental digestion, if rendered a trifle shaky, remains fundamentally unimpaired.

The chapter which follows, entitled "Churches, Sects, Tribes," is even better. Here again the gist of a great wealth of complicated material is clearly and pleasingly set out. It is impossible to withhold gratitude from a writer who follows an account of the schism of Chalcedon and the separation of the Eastern from the Western Church with the paragraph:

"All this is not simply meaningless hair-splitting. True, the man in the street is no longer a metaphysician. Nowadays it is a matter of indifference to him whether the Person of God is single or dual. But the hatred has been handed down unimpaired. The European, realizing nothing of this, may prove it by engaging a cook and a housemaid in Aleppo or Baghdad—one an Armenian, the other an Assyrian. They will quarrel, they will come to blows. And the mistress of the house will be just as incapable of establishing peace

between them as were in their day the Emperors Zeno and Heraclius."

The author then proceeds to deal with Near Eastern areas individually. She considers that we live in the period of the third great Western invasion, the first having been carried out by the Greeks and the Romans, the second by the Crusaders. The third onset she characterizes as primarily an economic phenomenon wherein war and politics move on important but essentially secondary planes. The tactics of invasion vary with circumstances. Thus the technique of the capitulations was followed by the methods of political imperialism, now being succeeded in turn by the technique of economic imperialism.

It is possible to differ with this interpretation and other interpretations and with certain judgments expressed upon recent happenings, but at all events we are confronted with a well-informed viewpoint which cannot be dismissed offhand. However, the writing is not dogmatic. The author's humble approach is well described by the quotation from Sir Ronald Storrs which heads one of the chapters: "The East is a University in which the scholar never takes his degree."

Certain sections of the book dealing with individual areas leave the reader with a clear picture, others do not. Probably this result is due to the nature of the situations described and not to any failure on the part of the author. She says: "The first State to develop an independent policy is also that whose aim is the clearest and whose actions are the most comprehensible—Turkey." Hence, of Turkey we obtain a clear impression, while of Syria the picture which emerges is precisely as confused as Syria is.

Any discussion of the Near East of today which fails to devote considerable space to the subject of petroleum is hardly a discussion at all. Consequently a chapter on the Persian Gulf which fairly soaks with the oppressive heat and with the petroleum of Bahrein and the coastal areas is particularly satisfying. Moreover, oil is given an overall discussion under its own head.

The translation reads smoothly.

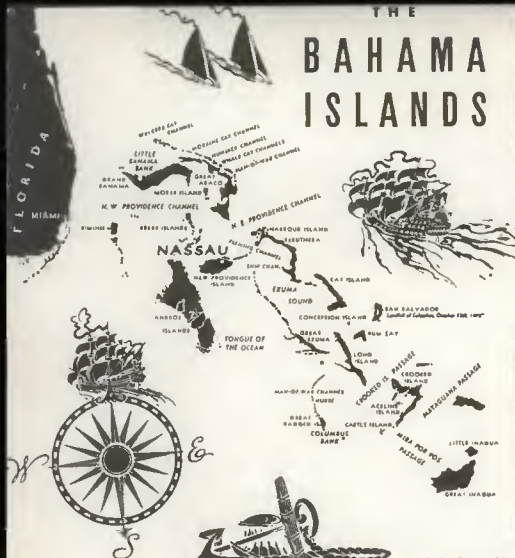
GORDON MERRIAM.

PAPERS AND DOCUMENTS RELATING TO THE FOREIGN RELATIONS OF HUNGARY, Published by the Royal Hungarian Ministry for Foreign Affairs; Collected and Edited by Professor Francis Deák and Dr. Dezső Ujváry. Volume I. 1919-1920. Budapest 1939.

These "Papers and Documents" are the record of Hungary's first essay into present-day diplomatic practice. From the beginning of "what may be reckoned as modern diplomacy," writes the For-

(Continued on page 532)

THE BAHAMA ISLANDS



THE BAHAMA ISLANDS

By HENRY S. VILLARD, *Department of State*

back two and a half centuries. It is as British as tea and muffins, yet as near to the American continent as a scant two hours by Clipper. Here in a setting splashed with bougainvillea is Government House, the House of Assembly, and the Supreme Court, nerve centers of an administration which finds its way to the twenty-five sparsely inhabited "Out Islands." As a main artery, Bay Street is the life of the colony . . . a constant movement of visitors and natives . . . streams of bicycles . . . carriages and motor cars . . . shop windows that are both insidious and irresistible. It is difficult to realize that Bahamian life was not always so civilized and placid. . . .

IN fourteen hundred and ninety-two, as every schoolboy knows, Columbus sailed the ocean blue . . . and on October 12 of that red-letter year he first sighted land in the American hemisphere. How many schoolboys, or indeed adults, remember that his landfall was the island of San Salvador, member of the scattered group that flings itself southeastward from the lower shores of Florida? The Bahamas were referred to by Columbus as the Gateway to the New World, and while they have missed the tide of settlement which spread over other islands of the Caribbean their position remains unique in colonial history.

Nassau, on the island of New Providence, is a serene and picturesque capital whose existence goes

On a hilltop overlooking the East End stands Blackbeard's Tower, ruined monument to the swashbuckling pirate who once plied a profitable trade in these waters. Blackbeard used his brains to enhance the profits of his business. He maintained a sharp lookout from the tower and lured unsuspecting vessels to their doom with false flares. Some claim that pieces of eight still lie forty fathoms deep in these haunts or are gathering mould in forgotten sands—but whatever the truth of such tales, the reefs and coves and hidden inlets hereabouts undoubtedly saw the footprints of Caribbean huccaneers in the colorful days gone by.

Nassau played a part in our Civil War when it

A beach on the island of New Providence seen through the branches of a sea-grape tree

Photo by H. S. Villard





The entrance to Government House in Nassau in the Bahamas, where the Duke and Duchess of Windsor have taken up residence. Ancient cannon stand silent guard at gateway. Photo by Stanley Toogood.

served as a base for Confederate blockade runners. The proximity of the Bahamas to the Florida coast—Bimini is only fifty miles from Miami—more recently brought the islands into contact with the American scene in the less glorious era of liquor smuggling. Prohibition made a Rum Row out of these palm-studded isles, and thirsty Americans by the shipload sought relief under the British flag. Those eventful days coincided with the hectic real estate boom of 1925-26, which spilled across the intervening 180 miles to New Providence and gave birth to the slogan "No Prohibition—No Taxes" for prospective lot buyers. But such frenzied doings are under better control today. The tourist traffic runs on an orderly basis and the colonial authorities have wisely restricted the urge for real estate development.

Few industries flourish in the Bahamas, though the Annual Fair at Nassau suggests numerous possibilities. The once famous sponge fisheries have been seriously hit by a blight. Citrus fruits and tomatoes are natural products, while basket weaving, cabinet work, and tortoise and other shell ware find a small market. The top soil of these low-lying islands is thin and rocky, and except for the sisal plant it is difficult to grow for export. However, under the same favorable climatic conditions as exist in Florida, it might be possible, with the expenditure of funds, substantially to increase na-

tive agricultural enterprises. For the moment, the Bahamas depend upon pleasure seekers for their most lucrative trade, and it is certain that the appointment of His Royal Highness, the Duke of Windsor, to the post of Governor will stimulate this business. The dazzling coral beaches, the first class fishing, the sailing and a variety of other activities make Nassau a miniature sports capital, while trips to the comparatively unfrequented islands of Andros, Eleuthera, Grand Bahamas, Abaco, Inagua, or the private resort on Cat Key, are an inexhaustible novelty to the yachtsman, flyer, or plain tourist. All agree that nowhere in the world can the waters of the Bahamas be surpassed in color.

There is no telling what the next chapter may bring in the destiny of the balmy Bahamas. One thing is certain—with the development of air transport their future is more than ever linked with that of Southern Florida. Like stepping stones strung out across the Gulf Stream, the Bahamas bask in an equable climate that proves increasingly attractive to Americans and other visitors who find themselves persuaded of the benefits of a winter vacation. Some day, perhaps, they may be relatively as close together as the celebrated Florida keys are at present. From the strategic standpoint, one cannot help remarking as well, their importance may ultimately prove to be as great as from the point of view of the resort business.

A Sheltered Canal Along the Sea

Built by the Federal Government to Serve Shipping Along the Coast, the Waterway Is Fast Becoming Known as America's Grand Canal

By FRANK A. MONTGOMERY, JR.

ALONG the eastern seaboard of the United States, protected from the stormy waves of the Atlantic, there flows the world's longest canal, the Atlantic Intra-Coastal Waterway. Having its beginning in the great harbor of Boston, Mass., this sheltered sea-level canal flows southward through some of the most intriguing coastal lands to be found anywhere, to end, finally, amid the palm-studded keys at Key West, Fla. Because of the beauty of the regions through which this waterway passes, it is often referred to as America's "Grand Canal," and is fast achieving widespread popularity among yachtsmen.

Constructed primarily by the federal government to serve shipping interests, now hundreds of yachts and other pleasure craft pass majestically up and down the vast thoroughfare each year. Not only is the popularity of the waterway due to its protected waters, but also to the scenery found throughout its course, which is of such varied nature that it appeals to everyone who loves to travel coastal regions.

The canal was

begun late in the eighteenth century, strictly speaking, because it was during George Washington's lifetime that one part of it was surveyed and constructed. This is that portion of the waterway running through southern Virginia and northern North Carolina, passing within the boundaries of the Great Dismal Swamp. Washington himself surveyed the route of the canal through this wild, forbidding

section, and it was called the Great Dismal Canal. Deepened now, and much improved, the Great Dismal Canal is part of the waterway system, and one of the most interesting to travelers.

Although the 2000-mile waterway had its inception in the New England States, it does not truly become the "Inside Route" until the harbor of New York City is left behind. Along its more northerly part, while it is safeguarded from the full force of the sea by several islands, chief among which is Long Island, it nevertheless does not follow a pathway similar to that found south of New York. There is only one

(Continued on page 516)



Travelers along the Waterway know they are close to West Palm Beach, Florida, when they see the stately Jupiter Inlet Lighthouse rearing its dome above the shore. The pier in the foreground ends on the banks of the Waterway.



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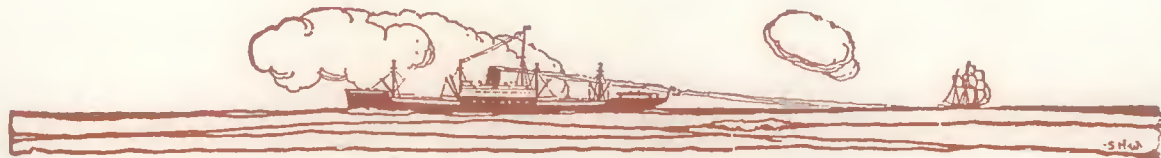
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Foreign Service Changes

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

James Hugh Keeley, Jr., of California, American Consul at Salonika, Greece, has been assigned for duty in the Department of State.

Thormod O. Klath of Sioux City, Iowa, American Foreign Service Officer, designated as Commercial Attaché at Oslo, Norway, has been designated Commercial Attaché at Bern, Switzerland.

Jesse F. Van Wickel of Brooklyn, New York, American Foreign Service Officer, designated as Commercial Attaché at The Hague, Netherlands, has been assigned American Consul at Batavia, Java, Netherlands.

Miss Frances E. Willis of Redlands, California, Second Secretary of American Embassy at Brussels, Belgium, has been designated Second Secretary of American Embassy and American Consul at Madrid, Spain.

Thomas J. Maleady of Fall River, Massachusetts, Second Secretary of American Embassy and American Consul at Bogotá, Colombia, has been designated Second Secretary of American Embassy at Caracas, Venezuela.

Paul S. Guinn of Pennsylvania, American Foreign Service Officer, designated as Assistant Commercial Attaché at Brussels, Belgium, has been assigned American Consul at Vienna, Germany.

James C. H. Bonbright of Rochester, New York, Second Secretary of American Embassy at Brussels, Belgium, has been designated Second Secretary of American Legation at Belgrade, Yugoslavia.

Robert Janz of Norman, Oklahoma, now serving in the Department of State, has been assigned American Consul at São Paulo, Brazil.

Donald D. Edgar of Metuchen, New Jersey, American Consul at Geneva, Switzerland, has been assigned for duty in the Department of State.

John J. Macdonald of St. Louis, Missouri, Third Secretary of American Embassy

at Nanking, China, has been designated Second Secretary of American Embassy at Nanking, China.

Guy W. Ray of Wilsonville, Alabama, American Vice Consul at Porto Alegre, Brazil, has been assigned for duty in the Department of State.

Howard Elting, Jr., of Chicago, Illinois, Third Secretary of the American Legation at The Hague, Netherlands, has been assigned American Vice Consul at Geneva, Switzerland.

The assignment of Boies C. Hart of Mystic, Connecticut, as American Vice Consul at Genoa, Italy, has been canceled. Mr. Hart has now been assigned American Vice Consul at Shanghai, China.

John Hubner, II, of Baltimore, Maryland, American Vice Consul at São Paulo, Brazil, has been assigned American Vice Consul at Florianopolis, Brazil.

Wallace W. Stuart of Greeneville, Tennessee, American Vice Consul at Halifax, Nova Scotia, Canada, has been assigned American Vice Consul at Ciudad Juarez, Mexico.

The assignment of William O. Boswell of New Florence, Pennsylvania, as American Vice Consul at Vienna, Germany, has been canceled. Mr. Boswell has now been assigned American Vice Consul at Georgetown, British Guiana, where an American Consulate will be established.

Shiras Morris, Jr., of Hartford, Connecticut, American Vice Consul at Montevideo, Uruguay, has been designated Third Secretary of American Legation at Montevideo, and will serve in dual capacity.

Hector C. Adams, Jr., of Brooklyn, New York, American Vice Consul at Montevideo, Uruguay, has been designated Third Secretary of American Legation at Montevideo, and will serve in dual capacity.

Non-Career

V. Harwood Blocker of Hondo, Texas, American Vice Consul at Mexico City, Mexico, has been appointed American Vice Consul at Martinique, French West Indies, where an American Consulate will be established.

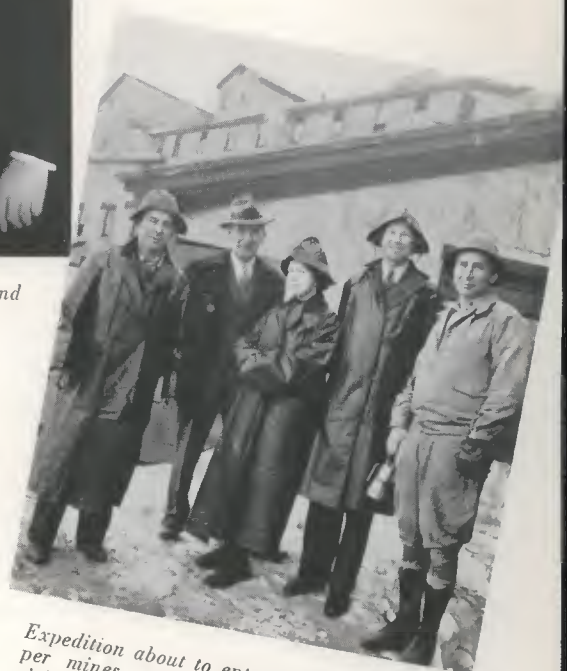




President Aguirre Cerda of Chile and Ambassador Claude G. Bowers.



Vice Consul West hard at work at the new office in Godthaab, Greenland.



Expedition about to enter the Braden Copper mines at Rancagua, Chile. Left to right: Ed Trueblood, Second Secretary; Mr. A. L. Lewis, Plant Manager; Elizabeth Trueblood; Cecil Lyon, Second Secretary; and Mr. Smith, Chief Engineer.

◆ SERVICE GLIMPSSES ◆

Consul General Lockhart, Consul Butrick, just before the Lockharts' departure from Shanghai for the U. S. on leave.



The following changes have occurred in the Foreign Service since July 27, 1940:

Orme Wilson of New York, New York, Counselor of the American Embassy at Brussels, Belgium, has been assigned for duty in the Department of State.

S. Walter Washington of Charles Town, West Virginia, Second Secretary of American Legation and American Consul at Riga, Latvia, has been assigned American Consul at Stockholm, Sweden.

W. Leonard Parker of Syracuse, New York, American Vice Consul at Rangoon, Burma, has been assigned for duty in the Department of State.

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

The assignment of Martin J. Hillenbrand of Chicago, Illinois, as Third Secretary of American Legation and American Vice Consul at Baghdad, Iraq, has been canceled. Mr. Hillenbrand has now been assigned American Vice Consul at Rangoon, Burma.

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

Leonard J. Cromie of New Haven, Connecticut, Montreal.

W. William Duff of New Castle, Pennsylvania, Habana.

Richard E. Gnade of Oil City, Pennsylvania, Vancouver.

John M. McSweeney of Boston, Massachusetts, Montreal.

Claude G. Ross of Huntington Park, California, Mexico City.

Robert Rossow, Jr., of Culver, Indiana, Vancouver.

John W. Tuthill of Cambridge, Massachusetts, Windsor.

Andrew B. Wardlaw, Jr., of Greenville, South Carolina, Toronto.

Frazer Wilkins of Baltimore, Maryland, Halifax.
Elwood Williams, 3d, of New York, New York, Winnipeg.

U. Alexis Johnson of Glendale, California, American Vice Consul at Kcijo, Chosen, has been assigned American Vice Consul at Mukden, Manchuria, China.

Non-Career

Stephen C. Worster of Maine, American Vice Consul at Merida, Mexico, has been appointed American Vice Consul at Salina Cruz, Oaxaca, Mexico, where an American Consulate will be established.

The following changes have occurred in the Foreign Service since August 3, 1940:

Leland B. Morris of Philadelphia, Pennsylvania,

American Consul General at Vienna, Germany, has been designated Counselor of the American Embassy and American Consul General at Berlin, Germany, and will serve in dual capacity.

The assignment of James J. Murphy, Jr., of Pennsylvania, as American Consul General at Rotterdam, Netherlands, has been canceled. Mr. Murphy has now been assigned American Consul General at Hamburg, Germany.

Hugh S. Fullerton of Springfield, Ohio, First Secretary of American Embassy and American Consul at Paris, France, has been assigned American Consul at Marseille, France.

Samuel H. Wiley of Salisbury, North Carolina, American Consul at Havre, France, has been assigned American Consul at Lisbon, Portugal.

George J. Haering of Huntington Station, New York, American Consul at Berlin, has been assigned American Consul at Vigo, Spain.

The assignment of Joseph F. Burt of Fairfield, Illinois, as American Consul at Prague, Bohemia, has been canceled. Mr. Burt has now been assigned American Consul at Valparaiso, Chile.

Thomas C. Wasson of Newark, New Jersey, American Consul at Vigo, Spain, has been assigned American Consul at Dakar, French West Africa, where an American Consulate will be established.

Jacob D. Beam of Princeton, New Jersey, Third Secretary of American Embassy at Berlin, Germany, has been assigned for duty in the Department of State.

Maurice Pasquet of New York, New York, American Vice Consul at Dairen, Manchuria, has been assigned American Vice Consul at St. Pierre-Miquelon, where an American Consulate will be reopened.

The following changes have occurred in the Foreign Service since August 10, 1940:

John Carter Vincent of Macon, Georgia, American Consul at Geneva, Switzerland, has been assigned American Consul at Shanghai, China.

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

Renwick S. McNiece of Salt Lake City, Utah, American Consul at Valparaiso, Chile, has been assigned American Consul at Maracaibo, Venezuela.

Leonard G. Dawson of Staunton, Virginia, American Consul at Lille, France, has been assigned American Consul at Ponta Delgada, São Miguel (St. Michael), Azores.

James G. Carter of Brunswick, Georgia, American Consul at Calais, France, has been assigned American Consul at Funchal, Madeira.

John Goodyear of Springfield Center, New York,

(Continued on page 520)

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FOREIGN SERVICE REFUGEES

(Continued from page 486)

Van Wickel, Mrs. Jesse F., and children, The Hague.
Vaughan, Mrs. Stephen B., Berlin.
Wadsworth, Mrs. George, Jerusalem.
Waller, Mrs. Fred E., and child, Paris.
Washington, two children of S. Walter Washington, Riga.
Waterman, Mrs. Henry S., Bordeaux.
Welch, Mrs. Rolland, The Hague.
Wiley, Mrs. Samuel H., and one child, Havre.
Wilkinson, Mrs. James R., Birmingham.
Williams, Mrs. Jack S., and three children, Paris.
Yates, Mrs. Lloyd D., and children, Berlin.

MIAMI, GATEWAY OF THE AMERICAS

(Continued from page 490)

American republics and there is usually a parade with floats representing the various republics. Civic organizations of the city observe the festive occasion with special programs and women's clubs of Miami commemorate the day with special programs and exhibits of handicraft from the republics. Special radio addresses are also features of the period of celebration, which is climaxed by the annual banquet of the Pan American League. The observance, intended wholly as a tribute to the American

republics, annually draws an attendance of several thousand persons from many parts of Florida.

The League's efforts to further Pan Americanism have been met with ready cooperation on the part of organizations and individuals of Miami. During the period when the League was conducting its "learn Spanish" campaign, the *Miami Daily News*, Miami's only daily afternoon newspaper, carried a series of Spanish lessons as a feature in its columns.

This newspaper also, for a long period of time, made a column of news of the day in condensed form and in the Spanish language, a daily feature.

The Miami All-American Air Maneuvers, the city's nationally renowned aviation show, has, almost since its inception, had the participation of Cuban fliers, and aviators from Peru and other American countries have staged exhibitions as part of its program. The climaxing feature of the affair, for many years, has been a Miami-Havana air race, to the winners of which the Cuban government presents prizes. The participants are customarily entertained for several days with social functions.

Miami merchants have also cooperated closely with the League, and signs are now displayed permanently in most of the stores, advising the public that attendants of the stores speak the Spanish language.

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Secretary of State Cordell Hull, who was presented the gold medal triennial award of the Pan American League in 1939 "for exceptional service in the field of American relations," has expressed deep interest in the work of the organization and his appreciation of the work Miami in general is doing to further cordial relations between the Americas.

In his first interview after returning to the United States from the meeting of foreign ministers of American republics just concluded in Cuba, an interview granted this writer, he said:

"Miamians have shown right along that they are thoroughly abreast of the entire Pan American situation and movement. In particular the business people are making a very excellent contribution, I observe, to the work of carrying forward the movement toward friendship between the United States and the other American Republics."

GUNS, RICE AND BEANS

(Continued from page 497)

been acquired in eight sections of the island and on them more than 7,000 families have been established on subsistence farms. More than 4,000 low-cost rural homes have been built. Etched against the brown earth of valleys and mountain sides, these small, hurricane-resistant houses present sharp contrast to the flimsy, packing-box type common in Puerto Rico.

In cooperation with other agencies, the Puerto Rico Reconstruction Administration has constructed some 10,000 miles of various soil conservation barriers, protecting 17,500 acres of valuable agricultural land. In addition, more than 19,000,000 trees have been planted.

The construction of two hydroelectric plants and enlargement of another had added 26,000,000 kilowatt-hours to the insular power supply, providing irrigation waters for arid lands and power for country homes. Upon completion, two large dams will furnish an additional 54,500,000 kilowatt hours.

Health aid has been given through the construction and operation of 46 rural medical dispensaries, 89 commissaries for the distribution of Federal Surplus Commodities Corporation foodstuffs, and 130 playing centers, and by the construction of four new buildings for the School of Tropical Medicine, 25 new health units, and water and sewer systems in many municipalities. In 19 municipalities, malaria control has been aided by the draining and filling of swamp areas.

The island's educational facilities, which accommodate less than 50 per cent of the children of school age, also have been increased. Two hundred and forty new rural and urban schools have been built, and an additional 100 have been repaired.

In addition, several city and semi-urban housing developments have been completed.

It was realized from the beginning, however, that all of these elements of the program could not, in themselves, be expected to establish a sound living basis for the inhabitants of the island.

As Secretary of the Interior Ickes has commented: "Lectures on nutrition mean nothing unless there is food for a child to eat; compulsory school attendance is one thing, and a chance to go to school another."

With similar reasoning, the PRRA has aided the development of new industries and the scientific planting and marketing of small, tropical crops, all aimed at bolstering the island's economy. A network of about 13 marketing cooperatives has sprung up which do a total business in excess of \$4,000,000 annually.

A cotton cooperative which started four years ago now is marketing all of the cotton grown in the island. Canned orange juice is being prepared for sale in the States by a fruit growers cooperative, utilizing a wild fruit which had been unmarketable in its natural state.

In cooperation with the Insular and the United States Agricultural Experiment Stations, numerous crops are being improved, among them pineapple, animal feed, perfume crops, bay trees, spice crops, quinine plants, and strains of parasite-free Sea Island cotton. Experiments also are leading to the perfection of bamboo for furniture making.

A \$37,000 vanilla pilot plant, intended ultimately to serve the entire island in its attempt to enter the vanilla field, now is operating at the Castañar settlement, near the villages of Adjuntas and Lares.

Of interest in connection with the land-redistribution program is a development which occurred March 29th of this year when the United States Supreme Court in effect upheld the validity of Insular enforcement of the law limiting corporate holdings in Puerto Rico to 500 acres.

Since the rehabilitation program in Puerto Rico is financed out of relief funds, its continuance each year is dependent on new Congressional action.

More than a year ago, Secretary Ickes said: "At a time when plans are being developed for including Puerto Rico in the Nation's defense program, it may be propitious to emphasize that the United States Government will continue to regard the serious economic condition of the island as the foremost of the problems, and that it will not relax in its endeavor to aid the Puerto Rican people to secure the decent living conditions which they, as members of a democracy, should expect."



"Piggyback" is no novelty for this Hong Kong baby. Here is an example of pictorial geography—by Peter Whyte.

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A SHELTERED CANAL ALONG THE SEA

(Continued from page 508)

single stretch south of New York, namely, that in Chesapeake Bay, where the waterway proper is not a completely protected canal, safe from the tempests and treacherous currents of the open sea.

Thousands of tons of shipping move up and down the great canal during the course of a year, and several boat lines maintain regular sailings. No more do these lines fear the catastrophes associated in the past with vessels in coastwise trade. Those feared capes of Hatteras and Cape Fear, along the storm-swept Carolina coast, have become merely names, their dangers non-existent insofar as small craft are concerned. To these shipping interests the many millions spent by the government of the United States in improvements to existing links and construction of new channels have been fully justified, an opinion shared by businessmen who ship their products via the canal. Prior to 1840, the waterway was simply a series of privately-owned waterways, some unconnected and, for the most part, in a badly kept condition. Today, however, the older portions have been deepened, the newer portions excavated outright, so that the canal is now one long, unbroken stretch of waterway, maintained always at an adequate depth and marked with the latest aids to navigation, both by day and by night.

Over its entire length, the man-made portions of the Atlantic Intra-Coastal Waterway average 12 feet in depth, with a bottom width of 150 feet and a top width of approximately 300 feet. At few places, however, and these chiefly in the land cuts, do these top and bottom widths remain constant. In other places, the widths, both bottom and surface, are considerably more. True, at some points, as, for instance, from Cape Fear cut south to St. John's River, Fla., the great canal is maintained at a depth of around eight feet only, but the prevailing tides along this stretch bring this average depth up considerably.

It is not hard to understand why the canal is popular with the shipping lines. And neither is it hard to understand why it is popular with yachtsmen and others who delight in cruising in safe waters. For probably no other long water trip in the United States affords a more delightful variety of coastal scenery, or traverses a more colorful and picturesque region. This is particularly true of that portion of the waterway leading southward from Norfolk, Va. So let us, therefore, in fancy's name, travel the "Grand Canal" from Norfolk to Key West, pausing briefly as we wander to "skim the cream" of the sights to be seen.

Shortly after leaving Norfolk, the canal enters North Carolina at the upper end of Currituck Sound, heart of one of the greatest waterfowl shooting areas in the world. To the east of our course lies the first of a great line of narrow, sandy beaches, which stretch all the way to the South Carolina line, and shield the waterway from the pounding waves of the Atlantic. Forty miles further on, the canal swings past Powell's Point, and enters the open waters of Albemarle Sound. Nearby is Roanoke Island, site of the first English settlement in America, and linked with the legend of the Croatan. Beyond Roanoke, on the sandy beach, near the little village of Kitty Hawk, is the spot where man first flew an aeroplane, a site now marked with a great granite memorial to the Wrights.

Across Albemarle, we enter the mouth of Alligator River and travel through endless swamp lands, where, if the time be fall, the trees are a riot of color and the call of wild geese floats downward through the soft air. At the head of Alligator, a land cut is entered, which leads into an arm of Pamlico Sound, narrow here but the largest sound on the Atlantic or Pacific coasts. Lake Mattamuskeet is near here, a body of shallow, fresh water that has been turned into a great migratory bird refuge by the government. Into another land cut the waterway flows, and on both sides of the canal the land is checkered with farmsteads, interspersed with patches of woodland, dominated by the groves of dark, silent pines. Shortly, however, the woodlands and fields give way to open water and another arm of Pamlico is being traversed.

Beaufort and Morehead City, N. C., are close by, and as we pass through their busy harbors, large numbers of fishing boats ride at anchor, and an occasional wharf where many huge nets dry on odd-looking reels may be seen. Shrimp by the hundreds of tons are taken here by the fishing fleet, to be shipped to busy cities in the north. The Marine Laboratory of the Bureau of Fisheries is on a tiny island in this harbor, and its varied sights intrigue the traveler who stops over for a while. Here the marine life of the adjacent sounds and ocean are studied and here many experiments helpful to the fishing industry are carried on. Gazing seaward from the harbor the tall shaft of Cape Lookout light may be seen above the horizon, guardian of this dangerous coast.

Between these twin coastal towns and Wrightsville Beach (Wilmington), N. C., the waterway leads the *voyageur* through an ever-changing panorama of coastal country. Great marshlands, full of teeming wildlife, stretch away on each side of the silvery thread that is the waterway, and above the lap of the waves against your boat you may hear

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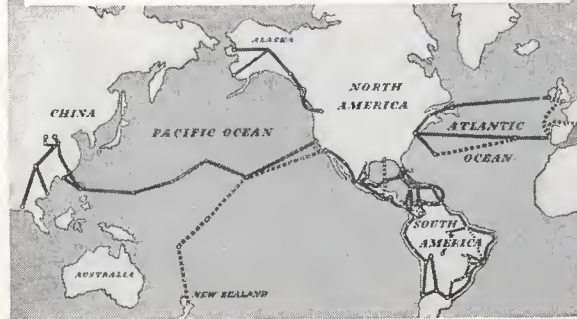
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The Great barrier beaches protect the waters of the Inland Waterway from the violence of ocean gales along most of its length. This view shows a typical section of one of these beaches, taken from the top of old Hatteras light. This section, which will shortly become Hatteras Seashore National Park, is easily accessible to travelers along the Waterway.

the thunder of the seas breaking on the lowlying, sandy beach not more than a mile away. But you are safe, for those barrier beaches protect you from the force of the pounding billows. Gnarled myrtle and youpon trees full of brilliant red berries line the banks of the canal where the land is high enough, and their fragrance, mixed with the salty tang of the salt marshes, brings an exhilarating thrill that is not to be denied. Swansboro, midway between Beaufort and Wrightsville, with its rows of fishing wharves and quaint houses, is passed and within a few hours it is time to signal the draw-bridge tender at Wrightsville Beach to open the draw.

The beach proper is a mile away, on an island to the east, but the clearness of the water and the dazzling white beaches here make it a point well worth visiting. If you are traveling in a month with an "r" in it, you may here obtain some of the finest roasted oysters to be found on the coast, to say nothing of deviled crabs, steamed clams, or some one or another of the many sea-food dishes for which this section of North Carolina is famous.

Wrightsville is a point to be taken leave of with regret, but adventure calls and southward down the waterway the prow of our craft is pointed. This section along here is rich in reminders of Civil War days, and shortly after the canal enters the Cape Fear River above Carolina Beach, the remains of old Fort Fisher may be observed to the left, its sandy ramparts covered now with the ever-present youpon and wild myrtle of the beachlands. Southport, a village at the mouth of the Cape Fear River, home for many hectic years of fierce pirates, is soon left astern, and so over the line into South Carolina.

Palmettos, which give their name to their home state, begin to appear in profusion along the banks, lending a tropical touch to the

scenery. But the tropics are not yet; not until lower Florida is reached can the *voyageur* truly say that they have been reached. Past Myrtle Beach, S. C., a widely known summer resort, the canal runs steadily southward through a long land cut, and the towering twin spans of the bridges over the Ashley and Cooper Rivers at Charleston are shortly to be discerned through the hazy coastal atmosphere. Historical and proud of it, Charleston beckons with alluring gestures to the traveler, and the city is a popular stopover point.

Ever southward the great waterway flows: Through the network of tidal sounds and estuaries of the lower South Carolina and Georgia coasts. East of the thoroughfare in Georgia are many noted resorts, such as Sea Island Beach, St. Simon's Island and others. Near Brunswick travelers pass through the wide expanse of the Marshes of Glynn, immortalized by that loved Southern poet, Sidney Lanier.

The State of Florida is entered a bit to the north of Fernandina, on Cumberland Sound, and past the lowlying coastal islands the canal leads to Jacksonville, metropolis of the state and one of the most modern ports on the Atlantic seaboard. At St. Augustine, 35 miles south, the waterway flows through the city limits and under the Bridge of Lions, connecting Anastasia Island with the oldest city in the United States. The very atmosphere here breathes of the stirring days of old, when the Spaniards under Ponce de Leon landed nearby in their search for the Fountain of Youth. Fort Marion, ancient Spanish stronghold, is on the banks of the waterway, and its frowning battlements look out over the harbor. The waterway follows the Matanzas

The Inland Waterway is well marked for navigation throughout its length. Here a lighthouse tender is shown replacing a used acetylene tank with a new one in a lighted gas buoy which marks the boundary of the channel.



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River to Fort Matanzas (or Bloody Fort), some 12 miles away. The old fort where the Huguenots were murdered by the Spaniards still stands here along the shores of the canal. Just a bit further, also, is the Marine Studio, largest and most unusual aquarium in the world, in that it permits the visitor to observe the denizens of the sea in their natural habitat.

Thirty miles on and into the lazy waters of Indian River, past groves of orange trees, grapefruit and palms, the waterway glides along, and the air is heavy with the fragrance of the sub-tropics. Nights are warm, even in mid-winter, and the days are never-ending wonders to the traveler in this entrancing clime. West Palm Beach is entered past ancient Jupiter Inlet lighthouse, and the *voyageur* is now in the heart of the winter social capitol of the United States. Thousands of coconut palms, waving in the fitful breezes from the sea, are everywhere, lulling one into the belief that the tropics have been at last truly attained. Miami comes next, a city of wonders to every visitor, and almost impossible of belief in its transformation from a fever-ridden mangrove jungle to a glittering, cosmopolitan city and resort. This city is to many the end of the voyage down the waterway, but for a hundred miles further the canal still flows, past mangrove-fringed islands, called keys, and on to Key West. The water along this stretch, back of the great barrier reef to the east, is of the same gorgeous hues found in the tropics: emerald, green and indigo blue. All along the keys, too, is some of the finest fishing waters in the world. Bone fish, barracuda, tarpon and hundreds of others abound, awaiting the ambitious angler.

At Key West, the canal comes to an end, and in this truly tropical city in Continental United States, dreams of the tropics really come true. Sea grapes, sapodillas, bananas, coconuts and other exotic fruits grow in profusion, and the place is an enchanting spot. A city on an island set in emerald seas, Key West is truly a fitting place for the long voyage down the waterway to end. Two thousand miles by the great canal, if the time he winter, New England is blanketed with snow and the frigid wintry winds whip the countryside. But here, at Key West, the warm tropic sun floods the island of Cayo Bueno—Key West. Soft winds from the blue-green sea rustle the palm fronds, and the traveler from the North is content.

FOREIGN SERVICE CHANGES

(Continued from page 512)

American Vice Consul at Guatemala, Guatemala, has been assigned American Vice Consul at Panamá, Panama.

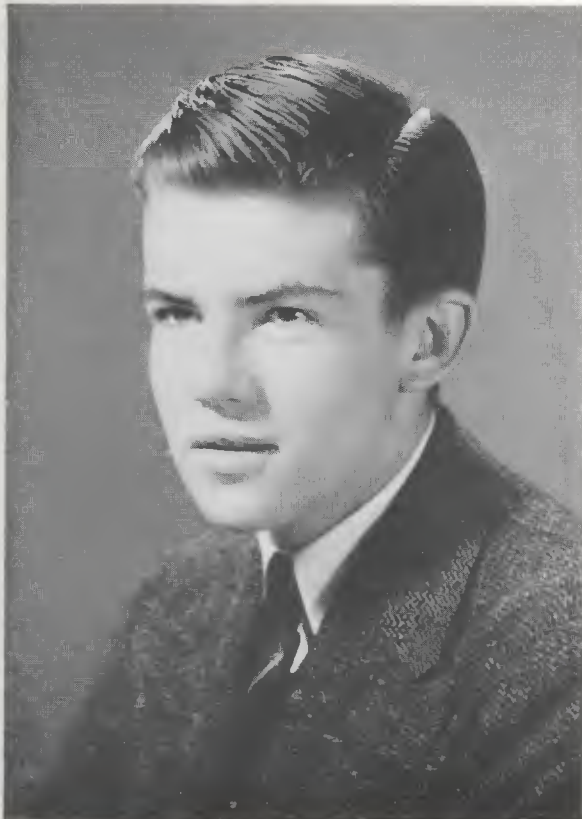
Adrian B. Colquitt of Savannah, Georgia, Third Secretary of American Embassy and American Vice Consul at Panamá, Panama, has been assigned American Vice Consul at Cayenne, French Guiana, where an American Consulate will be established.

FOREIGN SERVICE JOURNAL SCHOLARSHIP

The FOREIGN SERVICE JOURNAL Scholarship for the scholastic year 1940-41 has been awarded to Mr. John Reid Thompson, son of Mr. Samuel R. Thompson, Consul at Cardiff, Wales.

Mr. Thompson plans to complete his last year of preparatory school at Phillips Academy at Andover, Massachusetts, this coming year. At this school on his past year's work he received honor marks in French, German, Chemistry and Public Speaking. After graduating from Phillips Academy, Mr. Thompson plans to enter Harvard where he will prepare for the Foreign Service.

The JOURNAL wishes Mr. Thompson continued success.



John Reid Thompson

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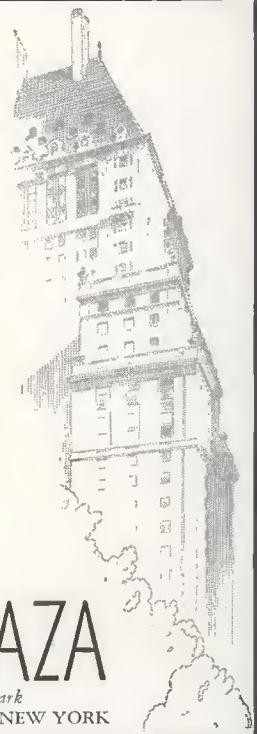
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When Was This Consulate First Opened?

By the late AUGUSTUS E. INGRAM, *Consul General*

WHEN was this consulate first opened? This is, or at any rate used to be before reorganization brought about improved keeping of record books, a difficult question to answer. One would have to search in the archives for the oldest book, which might be a record of fees or shipping register, or not unlikely some thin unofficial memorandum book. Indeed the varied form and size of those early record books ranged from small unofficial memorandum books to huge substantially bound volumes furnished by the Department in which entries had sometimes been made on certain pages only and the rest left blank as apparently a new volume had been brought into use. Those very early record books, what a sorry looking lot they are, of all shapes, sizes and colors, and when they are examined it is very doubtful if we shall find the answer to our question, when was this office first opened?

Of course, in a well regulated consulate today the Miscellaneous Record Book will contain a brief but complete history of the office from its opening to the present time. But now and again it has been found that early record books are not in the archives of the office, or are not complete, so that it is not possible to determine therefrom the date of opening. It must be remembered that in the formative period of the Service, and in the absence of specific instructions, all officers did not appreciate the importance of preserving complete records of their official acts, and indeed some of them held the opinion that any such records, as also their official correspondence, belonged to them personally and so they took them away when they retired. Then, too, one must take into consideration the greater danger such record books ran of destruction by fire and other hazards in those early days, when the offices were in less substantial buildings than nowadays, and when no fireproof cabinets or safes were in general use.

So it may well be that some offices do not possess information in their archives as to when they were first opened. Take the case of the consulate at Leghorn, Italy, which was an important post exercising a kind of supervisory jurisdiction over the other American consulates in Italy and the northern coast of Africa. Early consulate records indicate that it was opened on December 3, 1798, when Thomas Appleton received his exequatur as consul from the Grand Duke of Tuscany. (The

exequatur is still preserved in the consulate's first volume of correspondence, 1798-1850, page one.) Mr. Appleton, it is interesting to note, served for forty-two years, namely from the time of his appointment to the day of his death, April 28, 1840, but he was not the first American Consul at Leghorn, as the records in the Department of State at Washington show that Philip Feliechy, of Leghorn, was on December 10, 1794, appointed as consul in Tuscany. Mr. Feliechy had been acting for more than a year previously and had been very successful in protecting American shipping interests; and when Mr. Appleton arrived in Leghorn it was Mr. Feliechy who presented him to the Government of Tuscany, as without such action and declaration of retirement Mr. Appleton would not have been received.

Possibly such a failure in the early records may occur at other offices, and it is therefore well to know that the Appointment Section, Department of State, has a card index arranged alphabetically by posts in the Diplomatic and Consular Service, each card showing chronologically all the principal officers that have been appointed to that post, with information as to the State from which appointed, and the dates of arrival and departure from post. A similar card gives information as to the subordinate officers at each post.

The following list of sixty-one posts has been compiled from the above index, showing which consulates were established before the nineteenth century opened, namely, from 1790 to 1799:

Canton, China, February 10, 1790. Major Samuel Shaw.

Bordeaux, France, June 7, 1790. Joseph Fenwick, Md.

Dublin, Ireland, June 7, 1790. William Knox, Mass.

Liverpool, England, June 7, 1790. James Maury, Va.

Martinique, West Indies, June 7, 1790. Fulwar Skipwith, Va.

Rouen, France, June 7, 1790. Nathaniel Barrett, Mass.

Bilbao, Spain, June 17, 1790. Edward Clark, Mass.

Hamburg, Germany, June 17, 1790. John Parish.

Marseilles, France, June 17, 1790. Sieur Etienne Cathalan, Jr.

Havre, France, June 22, 1790. Sieur de la Motte.

London, England, August 3, 1790. Joshua Johnson, Md.

Fayal, Azores, August 5, 1790. John Street.

Poole, Port of, England, Feb. 24, 1791. Thomas Auldjo.

Santa Cruz Is. (Danish), Feb. 24, 1791. James Yard, Pa.

Morocco, March 31, 1791. Thomas Barelay, Pa.

Copenhagen, Denmark, March 7, 1792. Hans Rodolph Saaabye.

Bristol, England, May 4, 1792. Elias Vanderhost, S. C.

Lisbon, Portugal, May 5, 1792. Edward Church, Ga.

Algiers, Algeria, June 2, 1792. John Paul Jones.

Calcutta, India, November 21, 1792. Benjamin Fox, Mass.

Alicante, Spain, February 20, 1793. Robert Montgomery.

Cadiz, Spain, February 20, 1793. Joseph M. Yznardi, Jr.

Curacao Island, February 20, 1793. Benjamin Hammell-Philips, Pa.

Falmouth, England, February 20, 1793. Edward Fox.

St. Eustatius, Neth. W. Ind., Feb. 20, 1793. David M. Clarkson, Pa.

Demerara, Guiana, March 2, 1793. Samuel Cooper, Mass.

Malaga, Spain, March 2, 1793. Michael Murphy.

Amsterdam, March 2, 1793. James Greenleaf, Mass.

Gibraltar, May 29, 1794. James Simpson.

Bremen, Germany, May 29, 1794. Arnold Delius.

St. Petersburg, Russia, November 24, 1794. John Miller Russell, Mass.

Barbary Coast, December 10, 1794. Hans Heissel.

Leghorn, Italy, December 10, 1794. Philip Feliechy.

Paris, France, June 9, 1794. Alexander Duvernet.

Tangier, Morocco, March 28, 1795. Hans Heissel.

Tunis, Tunis, March 28, 1795. Joseph Donaldson, Jr.

Tripoli, Tripoli, March 28, 1795. Joseph Donaldson, Jr.

Belfast, Ireland, May 20, 1796. James Holmes.

Naples, Italy, May 20, 1796. John S. M. Mathieu (Mathieu).

Brest, France, February 20, 1796. Isaac Cox Barnet, N. J.

Genoa, Italy, February 27, 1797. Francis Childs, N. Y.

Gothenburg, Sweden, February 27, 1797. Elias Backman.

Trieste, Austria, February 27, 1797. Conrad F. Wagner.

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Aux Cayes, Haiti, March 3, 1797. Frederick Folger, Md.

New Orleans, March 3, 1797. Procopio Jacinto Pollock, Pa.

Batavian Republic, June 26, 1797. Sylvanus Bourne, Mass.

Rome, Italy, June 26, 1797. John Baptiste Sartori.

Rotterdam, Netherlands, June 26, 1797. John Beeldemaker.

St. Bartholomew Island, June 26, 1797. Job Wall, R. I.

Venice, Italy, July 10, 1797. William Willis.

Cork, Ireland, December 18, 1797. John Church.

Barcelona, Spain, December 29, 1797. William Willis.

Havana, Cuba, December 29, 1797. Daniel Hawley, N. Y.

Santo Domingo, December 29, 1797. James Blake, Pa.

Madrid, Spain, April 11, 1798. Moses Young, Pa.

Stettin, Germany, May 23, 1798. Frederick Wm. Lutze.

Santiago, Cuba, June 28, 1798. Josiah Blakely, N. Y.

Leith (later Edinburgh), Scotland, July 14, 1798. Harry Grant, S. C.

Port au Prince, Haiti, March 4, 1799. Robert Ritchie, Pa.

One would naturally expect that important posts, such as London, Paris, and certain others, would have headed the foregoing list, and undoubtedly offices at those places were open and functioning as early as any in the Service, but the appointments thereto had been made in pre-constitution days and the officers were carrying on by virtue of such appointments, of which no record has been kept.

Joshua Johnson, of Maryland, appointed at London in 1790, had been engaged in business there for several years and had had charge of American interests during all that time. Indeed the biography of his daughter, Louise Catherine Johnson, who married John Quincy Adams, states that she was born in London in 1775 and that her father had been American Consul in London from 1785 to 1797.

At Paris, the first American Consul was Colonel William Palfrey, appointed in November, 1780. He was lost at sea while en route to his post. In his place Thomas Barclay was appointed as vice consul, but he did not proceed at once to his post as his services were felt to be needed in the Department, and it was not until June 9, 1794, with the appointment of Fulwar Skipwith that there is any record of the Paris office being opened. Thomas

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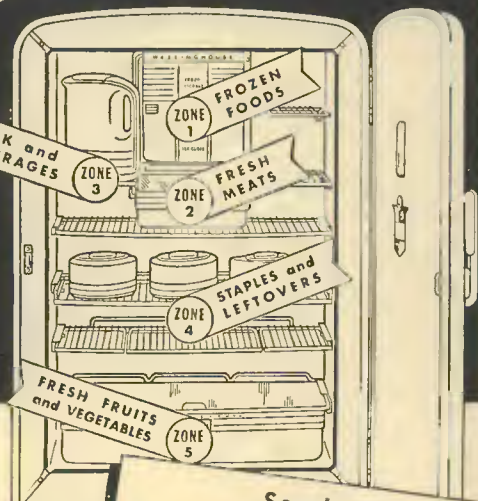
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Barclay, however, when applying in February, 1789, for appointment as Collector at Philadelphia, submitted a copy of a testimonial from Thomas Jefferson, dated Paris, August 3, 1787, to his conduct as Consul General at Paris.

The first post named in the foregoing list, Canton, China, is included, although the consulate was actually on shipboard. The appointee, Major Samuel Shaw, was supercargo on an American vessel, owned by Robert Morris, visiting China, and the consular commission was given to Major Shaw so as to invest him with authority to perform whatever official acts might be necessary. Until his untimely death at sea in 1794, Major Shaw was actively engaged in opening up and establishing business in both China and India with the United States.

In explaining the opening of the other ports, it is necessary to remember the pressing need at that time of American shipping and seamen for protection, particularly against the British, and so we find the seaports most frequented by American shipping appearing on the list of early appointments. There may be other reasons, and local events or incidents leading up to the opening of many of the consular posts. This suggests an interesting field for further study.

At Alicante, Spain, Robert Montgomery was, according to the card index in the Department of State, appointed consul on February 20, 1793, but Montgomery claimed that he had been authorized in Paris by Franklin, Adams and Arthur Lee to act as agent at Alicante and did so act from 1778 to 1793, when he received the above mentioned commission.

The Havre archives show that the office was open in 1789. Nathaniel Cutting (later acting in an official capacity in Spain) recorded a notice during that year regarding the use of salt as ballast, and also a letter from Sieur de la Motte to Thomas Jefferson in regard to certain merchandise being shipped to the latter.

The port of Cowes, Isle of Wight, England, was in those days much used by American shipping as a rendezvous. The sailing vessels would put in there for the purpose of clearing cargoes, calling for orders, getting supplies, and repairing damages sustained in the voyages across the Atlantic, or possibly wintering there if the weather was unpropitious. The British objected, however, to a consular office being established there, and consequently it was located on the mainland at Poole. Thomas Tuldjo was appointed consul there on February 24, 1790, and apparently retained his position for thirty years—though all despatches from him were dated from Cowes. The last despatch from him was dated Cowes, December 31, 1822; and in 1849 the consulate was transferred to Southampton.



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BRITAIN'S MINOR ISLES

(Continued from page 494)

was a fair enough solution, but, alas, both crews were equally sturdy. Neither boat outstripped the other. Finally when there remained only a few yards of water to cross, a young Macdonald (presumably rowing bow) stood up and drew his sword. With one blow he cut off his right arm and hurled it onto the approaching beach so that Macdonald flesh might be the first to touch the island.

Thus the best half of Skye fell to the Macdonalds; but the Macleods were no family to settle among the crags of their barren portion without resistance. Hardly a year passed but that some bloody scourge or massacre set the islanders to keening and mourning in their poverty-stricken little huts. Did the Macleods gather for devotion or eeremony in church they were as like as not to be burnt in their very pews. A gathering or feast in the halls of the Macdonalds was a signal to the Macleods for a surprise attack. How many a young man set out into the mist to be seen no more! How many nights were lit with the flames of burning harvests!

And yet, once having been to Skye, one always goes back. There is an inevitability in its lure. One goes back and one shudders again at the mist and at the wailing of the sheep. One leaves the tea table to race up a mountain in the hope of seeking a break in the clouds around the Coolins. And one comes down disappointed.

But if one is a fisherman then one goes back and thinks neither of ghosts nor of grief. One hasn't a thought for Macleods dead or alive. One blesses the mist and the spate for bringing good sport.

And that is the best way to be!

If there is one island, or group of islands, more poverty-stricken than Skye it is Aran, off the west coast of Ireland. Nature, it would seem, had racked her sly old brains to throw as many hardships before the Araners as were at her command. Yet the very struggle for existence has kept these people from growing depressed. The fact that they must risk their lives for the most simple details of everyday life keeps them sharp-witted and healthy-minded. They are not a gay people, in that they seldom indulge in singing or dancing or raucous laughter; but they have a cheerful assuredness, the inheritance of years of self-sufficiency. Nor are they a demonstrative people. Life has brought them face to face with too many deep tragedies and crises for them to waste any show of emotion on minor incidents. They too have the

aristocracy of an age-old, hardbeaten race. But it is not the morbid resignation of men embittered by strife and injustice: it is the quiet philosophy of a people who literally snatch their existence from the unwilling claws of Fate.

Their forebears are said to have been the Firbolgs, first settlers of Ireland. Inch by inch they were beaten back by Celt, Dane, Norman, and English; out of the glens of Wicklow, across the fertile plains of Tipperary into the barren hills of Conemara and over the water at last in their canvas curraghs to these three slabs of rock which they called Aran and where to have a potato patch they must scratch earth up from the crevices and spread it out on the bare rocks. Even in this desert waste the Firbolgs fearing attack built huge forts on the hill tops; but no one came from the mainland to dispute their unappetizing new habitat.

There they stayed, well nigh forgotten by the world, until Synge, the poet and playwright, brought them suddenly before the public eye. The weekly steamer began then to carry a few explorers across the tempestuous straits. Students went to learn Gaelic and pick up old legends. Artists followed, fascinated by the soft monotony of grey stone fields, grey stone walls, and grey stone houses against which the women's skirts stand out like splashes of scarlet. And they stayed to paint the ever changing sea and sky which can be blue and smiling as the Mediterranean and forbidding as molten lead. Trippers were attracted by the idea of so exotic a place actually being a part of the British Isles. Clothes, speech, habits were all as unique as though in a far distant land.

It was not, however, until the "Man of Aran" put the island before the movie-going public that Aran became a stopping-place on the regular tourist route, and whether its charm can stand so much publicity is doubtful. When a man by rowing tourists about in his curragh and by having his picture taken can make more in a day than he could in weeks of fishing, he is not likely to risk his life by putting out any more nets. Or when a woman once earns the price of a boat-load of rich soil by selling her hand-woven belt, there is little incentive to carry any more seaweed on her back up to the potato patch.

So they lie, Britain's Minor Isles; each under the same sun, painted with a different palette. The Scotch Isles dappled grey and mauve; the Irish sea-green and apricot; the Channel blue and pink.

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THE RELATION OF THE PANAMA CANAL TO THE DEFENSE OF THE WESTERN HEMISPHERE

(Continued from page 484)

outpost in the Orient, the Philippine Islands, which presumably will achieve independence in 1946.

North of Hawaii we have our immensely rich territory of Alaska, in which recently both the Army and the Navy have taken steps to establish bases. From Alaska there juts out to within a few hundred miles of Asia the Aleutian Islands in which it is contemplated establishing an outpost intended primarily for reconnaissance and surveillance of the great circle routes leading to the northwestern part of continental United States. These Alaskan bases, in spite of the questions which have been raised as to the wisdom of their establishment, are of tremendous importance to the United States because, held in reasonable strength, no enemy would initiate operations against the northwestern part of the United States if subject to the possibility of flank attack over a distance of almost 2,000 miles.

This brief sketch of possibilities of problems that may arise in safeguarding the Western Hemisphere quite naturally raises the question as to what means we have of denying an enemy the use of these bases. It is obvious that initially the protection of the territory of any of the American republics and Canada lies primarily in the hands of rational forces of the country concerned. It is likewise obvious that in many cases local forces, due to lack of strength or to distribution or location, will not be adequate to prevent a powerful and a determined aggressor from seizing bases within their territory and it is under these conditions that we, as a nation, must face as a practical problem the question of furnishing aid in preventing the violation of the territorial integrity of our sister republics. This is not a high minded Utopian proposition. On the contrary, it is a stark realistic military necessity because the establishment of a base by an aggressor from abroad in the territory of one of the other American republics is just as real and just as dangerous a threat against us as against the country in whose territory the base is seized.

The present wars in Europe and in Asia differ in only one respect from their predecessors, namely in a keener appreciation and a more effective use of the time element. This, of course, is based primarily upon the development and application of the internal combustion engine, principally the use of the airplane and the motor vehicle.

This development has increased the difficulty of our problem and indicates very clearly the vital

necessity of applying in the safeguarding of the Western Hemisphere that principle of war, translated into homely language by General Forrest as "Gettin' there fustest with the mostest men." This means, when applied to our problem, that we must maintain a small adequately-trained, properly-armed, highly-mobile, seasoned force capable of acting instantly in the event of an emergency. Not only must this force have the basic characteristics indicated, but it must be so organized in units, so equipped with materiel, and so trained, basically and specially, as to be able to solve satisfactorily and promptly any of the infinite number of problems that may face it under varying circumstances in the Western Hemisphere. We must be prepared to out-blitz the blitzkrieg.

For the first time in twenty years this country is national defense conscious. For the first time in twenty years the Congress has reflected this attitude of the American people in taking steps to meet the requirements of the military and naval service. We have spent huge sums in the past year and we are spending them now, but the rapid conversion of this money into needed materiel, all of which will not be in the hands of troops for another eighteen months, will require a determined and coordinated national effort.

For an adequate defense of this hemisphere three steps are essential. First, to meet our requirements in the event of an emergency we are now attempting to procure, with the least practicable delay, the materiel necessary to fully arm and equip the necessary forces. Second, it is necessary to procure and maintain in time of peace reserves of critical items adequate to keep our forces going under war conditions until industry can produce in quantities sufficient to meet war-time requirements for such a force. Third, we must maintain, in time of peace, a Regular Army and National Guard organized, trained, and equipped to meet M-Day requirements. These three steps will cost money, but that money is the best possible insurance of keeping us out of war. The American people have indicated through their chosen representatives in the executive and legislative branches of the Government that they are willing to pay this price of preparedness for national defense, which is essential to the maintenance of peace in the Western Hemisphere.

COVER PICTURE

Army airplanes flying in formation near the Panama Canal. Official Photograph, U. S. Army Air Corps.

SEPTEMBER, 1940



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THE BOOKSHELF

(Continued from page 505)

eign Minister, Count István Csáky, in his Preface to this first volume, Hungary pursued a foreign policy only through the Foreign Office of the Austro-Hungarian Empire—the famous Ballplatz of Vienna. It was not until “the yoke of the Bolshevik regime (of Béla Kun) had been shaken off” that Hungary could set about building her own foreign policy, and this volume is the record of the laying of its foundations.

“Guided by practical considerations,” wrote Foreign Minister Count Somssich in February 1920, “I am also in favor of a policy which, without abandoning the ultimate objective of regaining a substantial part of our lost territories, recognizes the immediate necessities arising from our present situation and seeks to find a *modus vivendi* through friendlier relations with our neighbors.” This was a policy which was begun in 1919-20 and has been followed with considerable consistency since that time.

There is extensive revelation of the Franco-Hungarian negotiations of 1920, by which Paléologue attempted to make Hungary the fulcrum of French policy in Southeastern Europe. The full reasons for the failure of this effort will only become known when the French files are opened for inspection, but it is apparent from this correspondence that the Hungarian Government was prepared to go a long way to obtain French assistance and support for gradual and peaceful revision of the Treaty of Trianon.

The strained relations of the period between Budapest and Vienna make less happy reading. Animosities of long standing, kept in leash by the Monarchy and by the Compromise of 1867, were suddenly released by the defeat and the disintegration of the Empire and these two States, which should have found cause for mutual understanding and support, were constantly at loggerheads. Dr. Gratz, the very able Hungarian Minister to Austria, was probably correct when he stated to Chancellor Renner (November 13, 1919) that “the discord existing between Austrian and Hungarian politics is the consequence of the divergent evolution which has taken place in the two countries during the last year (the year following the Armistice). We (the Hungarians) passed quickly through periods of illness but we have now fully recovered and regained our confidence in the future. Austria has not yet overcome her illness and has not yet become immune to future troubles.”

These documents are of particular interest to the specialist—the career diplomat—for their numerous examples of how much a capable repre-

sentative abroad can do to enhance the position of his country. A striking instance was the speech made by Count Albert Apponyi—in English, French, and Italian—before the Peace Conference on January 16, 1920; in the face of the open hostility of the Allied representatives, Count Apponyi was able, by his obvious sincerity and by his beautiful command of language, to win a more sympathetic hearing for the Delegation. Less spectacular, but no less valuable for his country, were the untiring efforts of the first Hungarian Minister in Vienna, Dr. Gustav Gratz, whose energetic initiative in negotiation and whose crystal-clear despatches to the Government at Budapest are models of the very finest diplomatic practice. "I pointed out (to Mr. Flieder, Czech Minister in Vienna)," Dr. Gratz wrote in one despatch in 1919, "that the greater the antagonism between two nations, the more important it is that those entrusted with protecting the interests of those nations should deal without prejudice with each other." This is an attitude of mind which might well be adopted by many diplomats who have the wish to further the interests of their own countries and to foster general international understanding.

One is impressed, as one goes through these documents, with the constant efforts of the new and struggling Foreign Office to keep its representatives abroad currently informed with regard to the policy and activities of the home Government, a practice which is unhappily often obscured beneath the constant flutter of paper and red tape as Foreign Officers become burdened with a more rigid bureaucracy.

The reading of these papers can only leave the career diplomat with a certain feeling of humility when he contemplates the success with which a foreign policy was conceived and carried out despite the lack of an adequate Foreign Office personnel and of a trained diplomatic service. The independent initiative of the man on the spot, left unfettered by voluminous rules and regulations of a bureaucratic Foreign Office, made it possible for men of ability and capacity to lend their assistance in the formation of a dynamic foreign policy.

The volume is pleasingly presented in durable binding and is printed on fine paper. The editing, by Professor Francis Déak of Columbia University, and Dr. Ujváry of the Hungarian Foreign Office, has been carried out with great pains. Professor Déak has adopted the United States Foreign Relations as a pattern, but (as should be the case) has improved upon the model. This, the first, volume contains only documents, without accompanying text or comment; but the documents are annotated by cross-references showing sequences and connections between the relevant papers, which are or-

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ganized in chronological order. Beside diplomatic correspondence, the collection contains a great number of memoranda and notes on conversations of the Foreign Minister with foreign representatives in Budapest. Documents originally in French or German (the latter are few) are printed in those languages; documents originally in Hungarian are translated into English. There are, in addition, several appendices: The Political Diary of the Hungarian Peace Delegation (kept by the present Foreign Minister, Count Csáky); several Hungarian statutes which concern international relations; and some excerpts from Parliamentary debates on foreign policy—all in English translation.

The second volume of this valuable serial publication, which will cover the year 1921, is already in the course of preparation. As it will contain the correspondence regarding the two abortive attempts of King Charles to return to Hungary, it may be anticipated that the second volume will be at least as interesting as the first one.

GARRET G. ACKERSON, JR.

BARBARIANS WITHIN AND WITHOUT. by Leonard Woolf. Harcourt, Brace and Company, Inc., 1939. Pp. 180. \$1.50.

The Western World has been much concerned for the last few years, and especially for the last few months since Mr. Woolf's book was written, with the possibility that a new wave of barbarians coming out of the East may engulf modern civilization. Mr. Woolf, being a socialist, takes the position that the gravest danger facing the West is that the barbarians within, by which unkind phrase he denominates the architects of Munich, may, rather than submit to the social reforms which would give stability to their regimes and their nations, proceed from compromise to compromise with the outer barbarians and perhaps even in the end welcome them into the citadel itself. Had Mr. Woolf been able to foresee the extensive activities of the fifth columnists incident to the German invasion of Scandinavia, the Low Countries and France, he would doubtless have been fortified in his belief.

His book, however, though it repeats at a crucial moment in modern history all the just and oracular warnings to which too little attention has been paid by the leaders of nations, nevertheless suffers from the essential weaknesses of the author's doctrine. His recognition that Marx was basically an exponent, if an often mistaken one, of Western civilization leads him to the conclusion, exploded before his book had come off the presses, that Stalin would in the last analysis stand with the West against the Nazis. On the other hand, his indignation against



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the British and French men of Munich causes him to underestimate both the integrity and the power of the West. Those weaknesses make it impossible to consider the book a profound and objective study, but they do not touch its virtues as a brilliant and stirring piece of political pamphleteering.

CHARLES W. YOST.

NEW CHINESE PHONETIC SYMBOLS, English Edition, by Yen Hsun-chung, 1940, pp. 80. \$1.00 (\$0.50 to F.S. Os).

Yen Hsun-chung, Chinese Clerk in the American Consulate at Foochow, has recently published an English handbook on the Chinese language which was prepared especially for (1) foreigners resident in China who are studying Chinese, (2) overseas Chinese studying their mother-tongue, (3) foreigners who are planning to visit China, (4) shorthand reporters likely to encounter Chinese witnesses, (5) students of phonetic symbols, and (6) students of Gregg shorthand who wish to adapt their system to the Chinese language.

This manual is printed in English. Chinese, Chinese phonetic characters, Yen Phonetic-Shorthand symbols, and Roman characters. It contains seven lessons, the first seven dealing with the general principles, the eighth and ninth teaching phrasing

principles, and the last containing dictation practice.

Mr. Yen states that Yen Shorthand is now being used by the secretaries of Generalissimo Chiang Kai-shek, General Pai Chung-hsi, as well as by Dr. Chiu Bien-ming, professor of linguistics of the National University of Amoy, and his students.

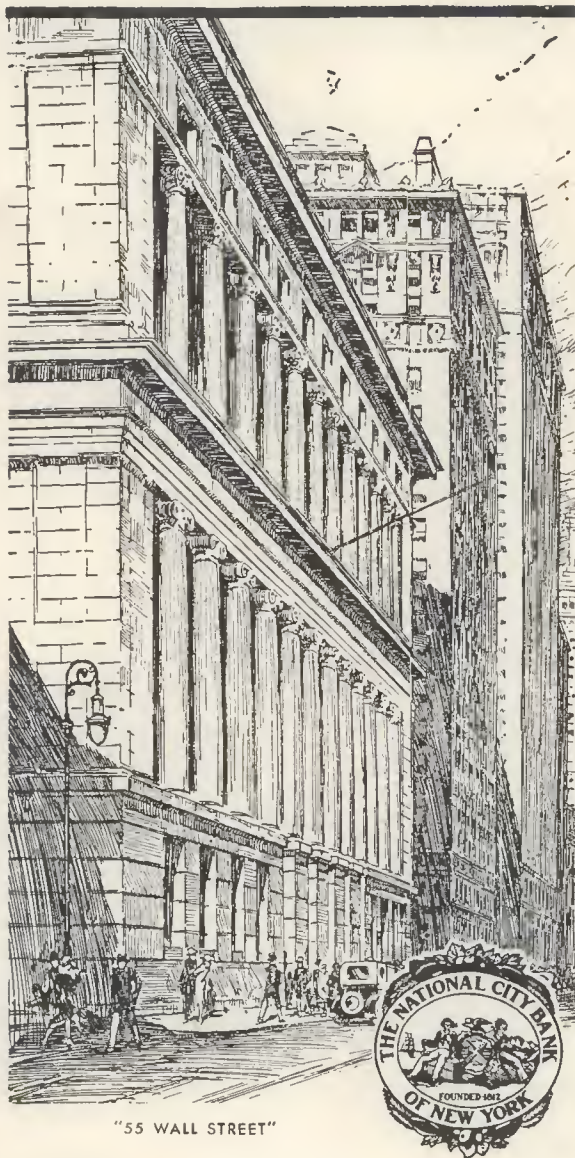
According to Consul Robert S. Ward of Foochow, Mr. Yen's system is ingeniously contrived, is evidently quite workable, and may prove of considerable practical value.

The book may be ordered direct from the author at 2 Chü An Li, Mai Yüan Road, Foochow, via Shanghai or Amoy, China.

BALKAN UNION, A ROAD TO PEACE IN SOUTHEASTERN EUROPE, by Theodore I. Geshkoff, Columbia University Press, pp. 325, \$3.00.

This is the most inclusive account which the reviewer has seen of the Balkan Entente; indeed it is the first study which has appeared in English on that subject with any pretention to completeness.

Problems which seemed a few months ago to be of some immediacy appear likely now under the swift rush of events to be relegated to history. That may be the fate of *Balkan Union* but Dr. Geshkoff, formerly of the Bulgarian diplomatic service, has at least made an interesting contribution to Balkan history.



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MARRIAGE

Walstrom-Baker. Miss Peggy Baker and Mr. Joe D. Walstrom, Vice Consul at Buenos Aires, were married on June 28 at Buenos Aires.

BIRTH

A daughter, Dorothy Claire, was born to Mr. and Mrs. John B. Faust on July 6 at Santiago de Chile, where Mr. Faust is Second Secretary and Consul.

IN MEMORIAM

Eileen Therese Brown, daughter of Vice Consul William H. Brown, died on July 6 at Niagara Falls, Canada.

VISITORS

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

	<i>July</i>
James Espy, Tokyo	11
T. E. Burke, Osaka	11
Mrs. W. Walter Butterworth, London	11
Evelyn Standley, Santiago de Chile	12
E. R. Pierce, Moscow	13
Ray L. Thurston, Naples	13
A. W. Klieforth, Cologne	13
Clayson W. Aldridge, Singapore	13
Martin J. Hillenbrand, Rangoon	15
E. Paul Tenney, Shanghai	15
Augustin W. Ferrin, retired	15
John K. Davis, Dublin	15
Edwin McKee, Moscow	15
Miriam Wallin, La Paz	15
Henry E. Jones, London	16
Joseph F. Burt, Mexico City	17
Margaret Jones, Mexico City	18
Mrs. A. E. Gray, Barcelona	18
Ray Fox, retired	19
J. K. Caldwell, Tientsin	19
Frank P. Lockhart, Shanghai	19
Rosa S. Boucher, Geneva	20
V. Harwood Blocker, Mexico City	22
Wallace W. Stewart, Ciudad Juarez	22
Gerald Keith, Bogotá	22
Scott C. Lyon, Department of State	22
Mrs. George R. Cantz, Amsterdam	22
James B. Stewart, Zürich	22
David Williamson, Department of State	22
Eleanor Shields, Peiping	23
Jack Wade Dunaway, Paris	23
Louise Carpentier, Algiers	24
Olga Ramsey, Sheffield	25
Edmund B. Montgomery, San Luis Potosí	25
John D. Erwin, Tegucigalpa	25
Parker T. Hart, Department of State	27
Gerald A. Drew, Quito	27
S. E. O'Donoghue, Habana	29
H. Earle Russell, Johannesburg	31
Patricia George, Barcelona	31
Richard Gnade, Vancouver	31
Robert Rossow, Jr., Vancouver	31

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