

# AMERICAN CONSULAR BULLETIN



*Photo submitted by Oscar S. Heizer*

*Greek Monastery of Saint George, Founded in 752 A. D. in the Mountains Back of  
Trebizond*

Vol. VI. February, 1924 No. 2

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# AMERICAN CONSULAR BULLETIN

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## Commodore Perry

*An Interesting Sidelight on American History*

*By Henry D. Baker, Trinidad.*

THE West Indies have had a noted connection with some of the great people of history. Nevis was the birth place of Alexander Hamilton, and also associated with the marriage of Lord Nelson. It was in St. Croix that Hamilton spent his boyhood days. Martinique was the birthplace of the Empress Josephine. Barbados was associated with a visit of George Washington, the only place to which he ever travelled outside of his own country. Tobago was well known to Paul Jones, the American Naval hero of the war of the revolution who had an estate there. Trinidad has had a sad connection with Commodore Oliver Hazard Perry, the illustrious American naval commander, who died of yellow fever in 1819, just as he was entering the harbour of Port-of-Spain on August twenty-third, which was his 34th birthday, and who was buried at the Lapeyrouse Cemetery, the following day, his remains reposing there until brought to Newport, Rhode Island, seven years later on an American warship.

Only six years before his death within sight of the green hills of Trinidad, Perry had won on Lake Erie one of the most brilliant naval victories in history. The bravery displayed by all participating in the hard-fought struggle, making a common heritage of glory for the two great English-speaking nations, which have since had over one hundred years of peace and friendship.

At the centennial anniversary of this battle in 1913, at Put-In-Bay on Lake Erie, which was

participated in by British and American Commissioners, a huge white column 340 feet high, surmounted by a bronze tripod, making one of the highest and most massive monuments in the world, was dedicated over the remains of the three American and three British officers who were buried side by side here, the day after the conflict, when to quote a contemporaneous account—

“The men of both fleets mourned together; as the boats moved slowly in procession, the music played dirges to which the oars kept time; the flags showed the sign of sorrow; solemn minute guns were heard from the ships. The spot where the funeral train went on shore was a wild solitude; the Americans and British walked in alternate couples to the grave, like men who, in the presence of eternity, renewed the relation of brothers and members of one human family, and the bodies of the dead were likewise borne along and buried alternately, English and American side by side, and undistinguished.”

This is one of the noblest memorials in the world by reason of its tribute to international peace, first as celebrating the century of peace between English-speaking peoples which ensued from the signing of the Treaty of Ghent, and the disarmament of the American and Canadian boundaries, as the result of the Rush-Bagot Treaty, and, second, as typifying the hope of the



American people for the ultimate peace of the world through the principle of arbitration.

#### HAPPY PERSONAL RELATIONS OF PERRY AND BARCLAY

The British Commander at the battle of Lake Erie, Robert H. Barclay, had served with distinction with Lord Nelson at Trafalgar, where he lost an arm. At the battle of Lake Erie, this brave commander lost his remaining arm. After the battle the wounded of both fleets, met with equal assiduous attention of Perry, who, together with General Harrison, the American military commander and later President of the United States, personally supported him as with tottering steps, he walked after the battle from the landing place, on the shore, to the quarters provided for him. Soon after the battle, he returned to Canada on parole, and with an ample personal loan from Perry. He wrote to his brother in England—

*"The treatment I have received from Captain Perry has been noble indeed. It can be equalled only by his bravery and intrepidity in action. Since the battle he has been like a brother to me. He has obtained for me an unconditional parole. I mean to make use of it to get to England as soon as my wound will permit."*

At a ball given in Canada, Barclay gave as a toast—

"Commodore Perry, the gallant and generous enemy."

In so doing he mentioned that Perry's humanity to his prisoners would alone have immortalized him.

Barclay presented Perry with his sextant as a memorial of his regard, and soon after, Perry forwarded to Barclay a highly finished American rifle made with the greatest possible care by a celebrated gunsmith.

#### THE ILLNESS AND DEATH OF PERRY

After the peace following this war, Perry was in charge of a special mission to Ciudad Bolivar, Venezuela, to request of the revolutionary Government under Bolivar, release of certain American shipping illegally captured, but at the same time to express the friendliness of the United States to the liberated nation. Although courteous hospitality was accorded him and his officers at Ciudad Bolivar, yet there was considerable delay in accomplishing the specific object of his trip, and in the meantime yellow fever broke out among his crew, and just as he was finally able to sail down the Orinoco River again, he himself was stricken with the disease. The progress down the

river and through the Gulf of Paria, towards Port-of-Spain, Trinidad, in the small schooner *Nonsuch*, was necessarily slow, the use of steam power for vessels not yet having been introduced. The main vessel of the expedition, the *John Adams*, was awaiting his return at Port-of-Spain.

On August 23, 1819, which happened to be Perry's 34th birthday, his schooner had approached within six miles of Port-of-Spain, and a boat reached him from the *John Adams* with a surgeon and several friends on board. The Commodore though in good spirits, was in extremity, and speaking of his probable decease, remarked, his mind reverting, no doubt, to the rare felicity of his domestic relations, and to the tender ties which his death would sever: "Few people have greater inducements to make them wish to live than I; but I am perfectly ready to go if it pleases the Almighty to take me! The debt of nature must be paid."

The thermometer was ranging at this time at ninety, and the heat of the cabin was intolerable. He manifested a strong desire to reach the *John Adams*, and escape from the painful discomfort of the small cabin of the schooner. Ineffectual efforts were now made by his able medical attendants to support the remaining powers of his life. But his strength failed rapidly, and at half past three o'clock he expired. The *Nonsuch* was within a mile of the *John Adams* in the harbour of Port-of-Spain, when Perry died. The deepest gloom existed among the officers and crews of both vessels, to whom he had strongly endeared himself by his justice, his kindness, and his solicitude for their comfort and welfare.

#### SOLICITUDE FOR FAMILY AND FRIENDS

Perry's last thoughts during his dying hours on August twenty-third were for his wife and children, and he made it distinctly understood that he bequeathed all his property, real and personal, together with the guardianship of his children, to his wife. Good family life with Perry had been the soil on which devotion to duty and great deeds had found their wholesome stimulus. In his early youth he had served as a midshipman on board a ship commanded by his father, who served with distinction during the war of the revolution as a Captain in the United States Navy.

#### IMPRESSIVE FUNERAL CEREMONIES AT PORT-OF-SPAIN

The American officers were very anxious that the remains of their beloved commander should be transported to his home in Rhode Island for interment. The surgeons however were of the opinion that it would be advisable that the body



should be buried at Port-of-Spain, and the transfer take place at some future day, when the nation would not fail to reclaim the remains of one of its noblest sons.

Application was then made by Lieutenant Turner to Sir Ralph Woodford, the Governor of Trinidad, for leave to land the body of Commodore Perry for interment. This was courteously granted by the Governor, with expressions of concern for the painful intelligence thus first communicated to him.

At four o'clock on Tuesday, the twenty-fourth of August, the remains of Commodore Perry left the side of the *John Adams*, attended by the boats of the two vessels, containing their officers and one hundred and twenty of the seamen, in order to allow as many as possible of the crew to join in this last act of respect to a beloved commander. As the boats cleared the ship, pulling slowly, with measured strokes, in concert with each other, minute guns, commenced and were continued until the procession reached the wharf, when they were resumed by the battery at Fort St. Andrew.

The remains were received on landing by the Third West Indian Regiment, with arms reversed, the officers wearing white scarfs and hatbands; the regimental band followed in the procession, playing a mournful march, and then the commandant of the garrison and his staff. Officers of rank, on horseback, attended the hearse as bearers, while the officers of the *Nonsuch* and *John Adams*, a large concourse of inhabitants, and the American sailors, followed as mourners, the procession being closed by Sir Ralph Woodford. The presence of the Governor was a very uncommon token of respect; for being the representative of the Sovereign, it was not usual for him to attend funerals. As the procession moved through the streets, according to the biography of Mackenzie, "The balconies were crowded with ladies, who showed deep feelings as the solemn pageant passed them. His character, as described by his enemies, brave, generous, humane, had pre-possessed everyone in his favour; and the story of his youth, of his manly beauty, of the tender attachment which had bound him to life as a husband and a father, a story soon told when death has closed the scene, tenderly affected the female spectators; the busy sympathies of whom travelled beyond the intervening waste of waters, and shed tears of compassion for those who, unsuspecting of evil, were doubtless, even then, thinking of the absent one as in health, and looking with joyful hope to a reunion which should never be realized."

The funeral services were impressively performed at the Trinity Cathedral, the funeral procession moving from there to the Lapeyrouse

Cemetery. As the body was lowered into the grave, three volleys were fired over it. The minute guns now ceased from the fort, and in the language of a local newspaper, giving an account of the funeral, "The whole body of attendants on the funeral retired from the burying ground with every mark of sympathetic grief for the premature death of a gallant man and a good parent and citizen."

#### DEEP SYMPATHY MANIFESTED IN PORT-OF-SPAIN

The American officers were at a loss to account at the time for the extraordinary respect and sympathy evinced by all classes of inhabitants. They were subsequently informed that some of the officers of the British Forty-first Regiment were removed at the close of the war to Trinidad, and the prisoners taken at the battle of Lake Erie and at the battle of the Thames, were enthusiastic in their grateful expressions of the kindness of Commodore Perry, and their admiration of him as a commander and as a man. When it was known that he was to visit Port-of-Spain by the arrival of the *John Adams* from the mouth of the Orinoco, the greatest desire was created to see him; and when at length he came among them only to expire at the entrance of their port, all that they could do was, by respect to his remains, to express their deep sympathy.

#### GRATITUDE OF THE AMERICAN OFFICERS

So strongly and gratefully, indeed, were the American officers affected by these marked evidences of sympathy on the part of strangers and former enemies, that they took occasion to express their thanks in a public manner, in the following paragraph:—

*"The officers of the United States vessels "John Adams" and "Nonsuch" tender their grateful acknowledgments to the inhabitants of Port-of-Spain for their kind and respectful attention to the funeral rites of their late Commander, Commodore Perry. The disposition manifested by all classes was highly in unison with their feelings, and merits their warmest thanks."*

The American officers returned thanks by letter to the Governor, and to the Commander of the garrison and his officers, for their earnest and successful efforts to give to the funeral of their beloved commander a character of dignity and solemnity, honorable to his memory, and most congenial to their own feelings; assuring them both that the circumstances would be highly appreciated by their countrymen, to whom they

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# The Activities of the National Foreign Trade Council

By O. K. Davis

WHAT is the National Foreign Trade Council? With the foreign trade relations of this country assuming an amazing scope—with the United States now the first of the earth's industrial nations and soon to be its first foreign trading nation, an answer to this question is needed.

We are often asked this question, and in the same breath accused of being propagandists by misinformed fellow citizens. We *are* propagandists. Our motto is "Greater Prosperity Through Greater Foreign Trade." By this motto we propose to live or die, survive or perish, but we predict that we will neither die nor perish. We are one of some six or eight organizations doing missionary work.

The National Foreign Trade Council is a body of men daily interested in the foreign trade, for their own and the livelihood of many other thousands, and banded together for the purpose of converting all of their friends, if need be their enemies, to the national necessity of pushing our foreign trade in good times and in bad times.

We are organized because this is a period of organization, and without organization you cannot get very far in the period in which we live.

This Council will hold its Eleventh Annual Convention at Boston, June 4, 5 and 6. This convention is part of this organization idea. At that convention will be assembled the largest number of people interested in foreign trade yet gathered in the United States at any given time.

Do you manufacture goods? Are you an importer or an exporter? Do you wish to insure yourself against lean years at home? Then you should shake a leg and join up with the 3,000 or so other firms and corporations going to that conference and get trade pointers, meet the other fellows.

This convention is only a part of the work of the National Foreign Trade Council. Its work is educational and goes on throughout the year. When the National Foreign Trade Council was organized in 1914, information on foreign trade was restricted to the men directly earning their living in this manner.

But the Council maintains that every man,

woman and child in the United States is vitally interested in foreign trade, and for this reason, this past year and the current year it has been and is conducting a campaign in the public schools to educate young people in the fundamentals of foreign trade. It has tried to knock down the old idea that foreign trade means exports only. It has shown that the United States is not a self-contained nation and can never be. The nickel in our five cent piece is an import, and a striking illustration of what foreign trade really is. The very lights about the Statue of Liberty, in New York Harbor, could not shine but for imported rubber insulation, and other material. Foreign trade is a two-way business, we buy abroad, manufacture at home, and re-sell abroad.

The Council is non-partisan and non-political.

The axe it has to grind is a national one. But it is fearless, and when it sees a needed national measure for foreign trade it fights for it, just as it does to block harmful measures by advancing convincing reasons against it.

I doubt if the proper encouragement is being given these men. They have begun to learn foreign ways of doing business, but they also have to educate the men in their own offices as to the difficulties of doing business abroad. We have numerous trade journals, newspapers, engaged in this educational effort.

But we are far from having awakened the national conscience to foreign trade opportunities and to the fundamental work necessary to take advantage of these opportunities. Foreign trade still remains a good deal of a mystery to our fellow citizens. They, too, regard it as a matter in which they are not concerned. I can remember when the average person in the interior of the United States was afraid to go aboard a ship.

There is an often told story of one who asked: "What has posterity done for us?" It is a matter of record that not very long ago one of our statesmen did ask: "What have we got to do with abroad?"

Both of these questions are expressive of an honest concern for our nation's interests. It is to



overcome this honest concern and convince our people of the national necessity of foreign trade that the Council and other similar bodies have been organized.

Foreign trade was booming during the general war, then came the slump of 1920, and a corresponding drop in the interest in foreign trade. Many business men began to take the old attitude that it was much safer to stay at home. Not so the members of the National Foreign Trade Council and their friends who realize that in just such periods of depression one must be laying plans for the better years ahead. They know that only by "sticking" are these foreign markets to be held. Just now foreign markets are looking up again, but the great public is not yet interested. If this public learned anything of the lesson of greater prosperity through foreign trade, during the general war, it has shown signs of forgetting that lesson.

One week of the European war did more than ten years of campaign discussion to convince the American people that foreign trade is a vital element in domestic prosperity, but we must not let them forget this fact.

One might say it was a prophetic vision for usefulness that led to the founding of the National Foreign Trade Council in 1914. It was founded even before it was seen that the great war would revolutionize world trade, and notably that of the United States. The war has left the battlefields, but the war's problems are still here and will remain for many years.

The work and attitude of the Council are always that of hope. While it recognizes the immensity of the economic and political problems created by the general war for the people of Europe, it is now actively engaged in showing that we are able to develop what were previously considered secondary markets. It is encouraging our industries and our capital to look to South America, to Canada, to China, and other fields, pending the slow recovery of Europe.

Among its activities, which have now passed into history, the Council was active in its support of a national effort to secure all-American cable communications, free from the control of foreign governments. Another has been an active and unflagging interest to secure an American Merchant Marine. Government ownership or operation as a permanent policy for the merchant marine has been steadily opposed. The Council

was one of the earliest organizations to advocate the importation of foreign securities as a means of balancing our foreign trade. It has also urged the extension of long-term credits. It has also advocated foreign loans, where these loans took on an investment aspect, and were not direct loans to governments, loans that did not go immediately into industrial channels, resulting in the opening of credits for the purchase of manufactured or other products in the United States.

In a more technical trade field, the Council from time to time has published pamphlets of an educational nature for the aid of those planning to enter foreign trade. For this purpose it maintains a permanent Trade Adviser Service. Any person interested in foreign trade may write to the Council at India House, New York, about his particular problem and get confidential advice or information from other people in the same line. In the case of small manufacturers, not able to maintain big selling staffs abroad, it has encouraged cooperation for export. The Council was chiefly responsible in securing the passage of the Export Trade Act in 1918, whereby combinations of competitors for the sole purpose of engaging in export trade are exempted from the Anti-Trust laws.

The Council has at all times laid great stress on the necessity for a definite and permanent foreign trade policy for American manufacturers, in the belief that temporary or half-hearted foreign trade efforts were a positive detriment to American export trade. It takes the very general point of view that our leading world position as an industrial nation cannot be maintained without a healthy export trade.

Historically it is to be remembered that the United States was a very lively foreign trading nation more than a century ago, and close students of our foreign trade believe that we are now at the beginning of a new and grander cycle, in which we will go forth not so much as a carrying nation, but as salesmen of our large surplus production of manufactured products, the result of our inventiveness, attention to quality, and large scale operation.

Some observers of political and trade history point to the fact that the Mediterranean was once the center of world trade, then that this center moved to the Atlantic, and that it is now rapidly moving toward the Pacific, with the United States, midway between the Atlantic and the Pacific, playing an amazing role.

# War Time in Turkey

By Oscar S. Heizer

EARLY in 1915 a telegram from the Department directed me to proceed from Constantinople to Trebizond to replace the officer at that post who had resigned. At that time the Black Sea was dominated by the Russian fleet, and Trebizond had been bombarded a number of times. Turkish vessels did not venture up into those waters and the Dardanelles being closed no Allied vessels could get through to the Black Sea. The result was that for the time being the Black Sea became a Russian lake and the only way to reach Trebizond from Constantinople was overland from Haidar Pasha. On March 11, 1915, in company with a member of the Turkish parliament who was returning to Samsoun, I took the train for Angora, which at that time was not in the public eye as much as at present. The next morning we engaged two spring wagons called "yaylus," packed our baggage in on both sides and spread out mattresses on the floor between. We could stretch out full length, one person in each wagon. This is the most comfortable way to travel in the interior. When the roads are smooth one can sleep and when they are too rough a good diversion is to walk or ride horseback. Experienced travellers have a saddle horse hitched on behind so that the monotony and discomfort of a long journey may be broken by riding occasionally. We usually traveled ten hours a day, stopping at convenient "khans" at night and starting out the next morning at sunrise or earlier according to the distance to be covered to the next "khan." We passed through Beblikhan, Bilejik, Yozgat, Alladja, Chorum, Marsovan, Euchkhan and reached Samsoun on the Black Sea March 23, 1915. At Marsovan we visited three splendid American institutions, Anatolia College, the Girls' School and the Hospital.

From Samsoun to Trebizond there were two routes offered. One on horseback over the mountains which at this season might be covered with snow. The other by small motorboat, a few of which were plying between the seacoast towns, following the coast line, and in case of storm or the approach of the Russian gunboat seeking refuge inshore and landing their passengers. After waiting for five days for the stormy weather to blow over a motor boat was secured for which ten pounds in Turkish gold coin was paid for passage to Trebizond. The old Turkish Captain took quite a cargo of flour and petroleum which

were bringing fancy prices at Trebizond. We left Samsoun at 3.30 p. m., but after half an hour the motor stopped and could not be started for some time. It began to look rather dismal but finally we got started and ran all night, being favored with a full moon, and reached Kerasound at 11 o'clock next morning, thanks to a smooth sea and freedom from patrol boats. The next day a quiet uneventful run of 12 hours brought us safely to Trebizond. The flour and petroleum were sold by the clever o'd Captain at a handsome profit and I learned later on that he got safely back to Samsoun with a cargo of filberts.

## ARRIVES IN TREBIZOND

My predecessor who left Trebizond before I arrived and passed me somewhere on the road had rather an uncomfortable trip to Samsoun, having been driven ashore several times by stormy weather and the passing Russian gunboats. He spent eleven days making the trip.

Business at Trebizond was at a standstill at that time. Communication with Constantinople and the outside world had been cut off for more than a year. The Russian Black Sea fleet had bombarded the place five or six times and after my arrival there were several bombardments, one of which was rather disastrous, especially for the Russian Consulate, which was completely wrecked.

Nearly the whole population of Trebizond had acquired the habit of fleeing to the mountains back of the city as soon as the fleet appeared on the distant horizon, and it often appeared in the distance passing towards the Bosphorus. I recollect being awakened at night by the murmur of many voices and looking out of the window found the inhabitants of the city starting for the mountains. Some one had seen the lights of the approaching fleet and given the alarm. This continual menace of bombardment was almost as trying as the bombardment itself.

A Russian aeroplane flew over the city and discovered that three large guns had been placed on a knoll called "Boz Tepe," just back of the city. Immediately the fleet was brought up and a severe bombardment commenced. Shells burst not only on "Boz Tepe" but promiscuously all over the city. On such occasions the consulate with a large American flag flying over it was a place of refuge for all the Turkish women and children of the neighborhood. They were allowed to occupy the large basement. On this

particular occasion a shell struck the tile roof of a house on the hillside immediately below the consulate and destroyed the whole top of the house, sending up a cloud of dust and smoke. Good sized slivers of this shell struck the side of the consulate and one piece about the size of a person's hand passed through the woodwork and striking the opposite wall of the room landed on the bed of the vice consul. Another sliver struck a Persian who was fleeing with his son to the consulate for refuge. It passed through his body and he fell dead on the steps of the consulate. The shrieking and wailing of the women added to the pandemonium and altogether it was a trying half hour. After it was all over and the fleet had disappeared in the distance we gathered up a number of good-sized fragments of shells. These souvenirs were shown to the German Consul, a reserve officer in the German army, a few days later when he called. After examining them carefully he declared they were American-made shells. I asked him what made him think so and he replied that he could tell by the excellent quality of the steel.

The Russian army from the direction of Batoom was gradually working its way along the sea coast supported by the fleet. On April 15, 1916, the bombardment twelve miles east of the city at Kara Sou was so heavy that the windows of the consulate rattled with every shot fired by the big guns of the fleet. The battle of Kara Sou resulted in the defeat of the Turkish forces which withdrew into the interior out of reach of the guns of the Russian fleet instead of retiring upon Trebizond.

#### TURKS EVACUATE

On the 18th of April, 1916, Djemal Azmy Bey, the Governor General of Trebizond (afterwards assassinated in Berlin) withdrew from Trebizond with the last of the Turkish police. That night I opened up a cot bed and slept in the Consulate. On the following morning accompanied by two armed cavasses I went down towards the Custom House to see what was going on. At first the streets were entirely deserted but on approaching

the Custom House we met a small boy with a basket on his back containing a couple of packages. A little further along two boys appeared with similar packages which on examination proved to be whole bolts of new dress goods. Hurrying along we soon came to the streets leading straight down to the Custom House and it was full of people all carrying bolts of new cloth. As there were no cross streets and both sides were enclosed by high walls they were compelled to come up to the top in order to get out. I left the



THRONE OF KHOSRAN

*Twenty-five miles south of Bagdad, built by Chosroes I in 500 A. D.*

two cavasses at the head of the street with instructions to make each person unload and pass out. In the meantime I went down to the base of supplies. On approaching the Custom House the crowd increased and the noise inside the building resembled the hum of bees in early spring-time. Upon reaching the door at the opposite side I found the large room filled with people hacking open large bales of Manchester goods and boxes of various kinds, filling baskets and hurrying off. There was also another exit along the seashore and I could see a line of people hurrying along with heavy loads. One strong fellow was struggling along with a whole bale of goods on his back. I shouted to the looters in Turkish to get out or they would all be arrested, but apparently no one could hear me above the din and noise, so I drew a revolver and fired six shots into the ceiling. The effect was instantaneous; the crowd dropped as one man whatever they had in their hands and in a panic rushed for the door. Men, women and children fought each other to escape,



from what, I do not know. They probably thought the Russian cossacks had arrived. In a short time the place was empty and the people disappeared. I went up the hill and found the cavasses had a good sized pile of cloth and dress goods in the middle of the street. We held a few men who had not gotten away and required them to carry all the goods back to the Custom House and then sealed up the doors.

#### RUSSIANS BOMBARD THE CITY

We returned to the consulate about 10 o'clock and soon after two Russian destroyers which had approached the city from the east along the seashore began bombarding, evidently under the impression that the Turkish army had retreated on Trebizond, whereas there was not a Turkish soldier or policeman in the place. In order to stop the bombardment it became necessary to let the Russians know that the city had been evacuated, so with a cavass and a white flag I rode out through Deyermendere valley and up on the hills beyond. As soon as we reached the top and came in view of the vessels the firing ceased. We rode on following the road and soon discovered that the trenches built by the Turks on both sides of the road were occupied by Russian troops, their caps being visible above the trenches as they peeped at us. We soon saw in the distance a Russian officer approaching on horseback followed by his orderly. When told that the city had been evacuated he was much surprised and even seemed doubtful about it. I offered to accompany him back to Trebizond but he preferred to take me to see the commanding officer, General Lakhoff. The General was a fine looking cossack over six feet tall, with a full beard. He wore a light grey flowing garment from his shoulders to below his knees, with a tight belt about his waist and the usual large dagger hanging from his belt. He was surrounded by numerous officers. The General was surprised to hear that there were no Turkish soldiers in Trebizond and said that he had not planned to enter the city for fifteen days. On being informed that looting had already commenced he requested me to go back and organize a police force to keep order. When I asked him for one hundred rifles and ammunition to arm the force he changed his mind and thereupon introduced a colonel who had been appointed Military Governor of Trebizond. We left our horses and returned to the city by motor boat accompanied by the new Governor and were met at the landing place by nearly the whole population of Trebizond. That evening, April 18, 1916, about one thousand Russian troops very well equipped marched into the city.

Just about the time the Russians began to approach from the east, I had received telegraphic instructions to turn over the consulate to the vice consul and return to Constantinople, but before arrangements could be made to leave it became so evident that the Russians would occupy Trebizond that it did not seem best to leave in view of the interests with which the consulate had been charged and also in view of the wishes of the American citizens there. Two weeks after the occupation when everything was quiet, application was made to the Commanding Officer in Charge for a permit to leave via Russia. After telegraphing to army headquarters at Tiflis the reply came that the only way out of Russia for foreigners was via Vladivostok or Archangel, but later on an exception was made for me to go via Batoum, Baku, Moscow, Petrograd, Finland, into Sweden at Haparanda, around the head of the Gulf of Bothnia almost to the land of the midnight sun. From there I went the full length of Sweden and crossed into Germany at Sassnitz and took the train called the Balkanzug to Constantinople. The trip was long but took exactly the time required to go overland from Constantinople to Trebizond.

#### SENT TO BAGDAD

Six months after reaching Constantinople I was directed to proceed to Bagdad to take charge of the consulate left vacant by the death of Consul Brissel of cholera. All trains from Constantinople to Aleppo were military trains and for some time it was not possible to secure accommodation. Finally Djemal Pasha, the Governor General and Commander of the army in Syria, who had come to Constantinople on business was returning by special train and I was fortunate enough to secure permission to travel by this train which left Haidar Pasha, December 24, 1916, and reached Aleppo in four days. A covered spring wagon with three horses hitched abreast was engaged for the overland trip from Aleppo, following the course of the Euphrates River to Felluja and then across to Bagdad on the Tigris. The trip was made in nineteen days from Aleppo to Bagdad. At Maskina, Hamankeuy, Rokka and Zearet I came across large camps of Armenians.

On January 14, 1917, the city of Ana on the Euphrates was reached. It was the first place on the journey where the date palm appeared. It was delightful to see these groups of beautiful trees after days of monotonous, uninteresting, flat country. The city of Ana is built of sun dried brick along the river bank and has only one street running parallel with the river for two or

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# Keeping Posted on the Laws of the World

By A. J. WOLFE,

*Chief of the Commercial Laws Division, of the Bureau of Foreign and Domestic Commerce.*

NO one appreciates better than a consul the importance to American shippers of a more thorough knowledge of the commercial laws prevailing in the countries in which they trade. The consul is frequently the last resort of the American exporter in the case of legal complications abroad.

It is not only in matters of debt recovery and contract difficulties that the need of a better grasp of foreign laws and foreign legal procedure is felt in the United States. Rational merchandizing abroad requires a knowledge of a thousand and one legal points. In the scheme of marketing goods in foreign countries American exporters conclude agency contracts which must be interpreted by statutes and in the light of precedents differing materially from our own; subsidiary companies may be formed under foreign corporation laws; sales terms involve obligations unlike those in our own practice, as for instance in recent decisions of the Argentine Supreme Court with regard to *c. i. f.* contracts or in Cuba with regard to acceptances; the foreign agent may plausibly argue the increased selling opportunities of doing business on consignment, yet the law of the land may prove such a selling policy to be extremely hazardous.

The panic of 1921 opened the eyes of the American exporter to the pitfalls of foreign trade from the legal aspect. Contract repudiations, cancellations of orders, insistence on unwarranted concessions, moratoria, restrictions on the purchase of exchange for the settlement of foreign debts, suspension of payments under laws unduly favoring the debtor—such are a few of the items of foreign legislation which staggered the American trader in many foreign markets at the time of the collapse of the post-war boom.

American consuls in most foreign countries will vividly remember the situation, and many of them are still at work helping American business men to clean up the unpleasant mess of that critical if abnormal period. Other features of foreign laws have since attained prominence: many foreign countries have been obliged to introduce extraordinary measures of taxation, which have led to a series of interesting problems; the growth of commercial arbitration movement; efforts to standardize bills of lading and bills of exchange.

It is not my intention to demonstrate that doing business with foreign countries is unduly com-

plicated. But I believe that it is extremely hazardous to engage in commercial transactions where goods pass into foreign jurisdictions before payment is made to the American shipper, or where the American firm parts with money before delivery of purchases is effected, without a full knowledge of foreign trading laws, or perfect familiarity with foreign legal remedies. The existence of stringent traffic laws does not deter the motorist from using the streets of a city. He merely must seek to familiarize himself with them.

There seems to be no argument against the usefulness of a unit among official trade promotion agencies in which should be centered under technically competent guidance the task of compiling foreign trading laws, rendering first aid in foreign legal troubles to American firms, preparing popular bulletins on the major phases of foreign laws, keeping tab on competent legal practitioners abroad, and available not only to American business men, but also to various government bureaus, boards and commissions. The Division of Commercial Laws in the Bureau of Foreign and Domestic Commerce is intended to be such a central clearing house of foreign legal information.

Since its modest beginning in the summer of 1921 its practical utility has been demonstrated by the steadily and rapidly growing volume of inquiries and requests for aid received from American business houses and law firms. From the outset it was bound to depend upon the generous cooperation of American consular officers. Of what little measure of usefulness it has attained the major portion is admittedly due to such cooperation.

It would seem that among the most valuable local contacts formed in the course of time each American consular office abroad would have some competent local legal practitioners who in turn must realize the value of serving American consuls and clients whom these American representatives may from time to time refer to them. These members of the foreign bar in the course of time find it a profitable task to exert themselves in behalf of American clients. Many of them are willing to aid the consuls in the preparation of answers to questionnaires which the Division of Commercial Laws may prepare in response to a definite need in various industries.

*(Continued on page 69)*

# Morocco From the Sea

By RALPH A. BOERNSTEIN, Rome.

AN opportunity of travelling into the Mediterranean on an American freighter with cargo for Casablanca, Tangier, Ceuta and Melilla was afforded me when returning to Rome last August. The S. S. *Carenco* is a large, modern oil-burner, and I was given quarters which were extremely spacious, comfortable and well fitted out for the long trip. As there were no other passengers aboard, I had much spare time in which to observe the efficient manner in which the big ship was handled by her capable staff of American officers. It gave me a feeling of pride, and I could not help often speculating upon the delight with which one of those very early magistrates, the forerunner of the modern Consul who travelled with and administered the laws of his country on merchant ships of his nationality, would have hailed an assignment to the *Carenco*. I doubt if he would ever have applied for a transfer, though perhaps the personnel officers at the Department will disagree with me on this point and can picture the officer busily writing dispatches complaining of the technique of the chef in preparing the bacon and eggs for breakfast or the peculiar roll of the vessel in stormy weather!

After twelve days of comparatively smooth sailing, we arrived late one afternoon at Casablanca just as the setting sun threw into sharp relief the many white and cream-colored buildings

that justify its name. But Casablanca is not merely white and glistening as viewed from the sea. Unlike many other Moroccan towns, it is quite spick and span upon closer inspection. The streets, thanks to the energy and organizing ability of the French, are kept scrupulously clean, a large number of natives finding employment in the municipal forces maintained to preserve sanitary conditions. Casablanca is a large and growing city of 130,000, about 30,000 of whom are Europeans and other foreigners. New buildings are under construction everywhere in the European quarter, most of them being wisely built after the Moorish style architecturally in order to harmonize with their surroundings. The cream-colored stucco is often decorated with inlaid designs of bright-hued glazed tiles that are manufactured locally. Some of the new hotels and restaurants are very luxurious.

French initiative and energy have certainly been focused upon Casablanca with the purpose of making it the prize town of their domain in Morocco. Millions have been spent in harbor improvements alone and a

magnificent breakwater of concrete blocks, now more than half completed, will transform what has previously been an almost open roadstead into a safe and commodious anchorage for vessels of practically any draft. A fine system of automobile roads radiates from the port, connecting it by



THE MOSQUE, TANGIER

regular bus lines, that are well patronized by both natives and Europeans, with the great native cities of the interior and other centers along the coast. Practically all of the funds necessary for these vast improvements were raised in Morocco.

The old native town is enclosed by a high stone wall and it is well worth while to enter one of its gateways and wander through the many bazaars and markets. The dignified, white-robed merchants seated upon cushions on the floors of their tiny open-front stalls will patiently show the prospective customer their beautiful leather goods, filigree jewelry, embroideries and laces, and quote prices that seem ridiculously cheap, though no doubt the experienced native can obtain the same articles at much lower figures. Everywhere the busy artisan plies his trade, cutting and stamping leather, working gold, beating brass—and I saw one individual making very artistic hall lamps out of used gasoline tins by perforating them with eccentric designs and cutting and welding the metal into octagonal and other attractive shapes.

The rug merchants—and there are many, for household rug weaving is widely practiced in Morocco—do not confine their operations to shops, but go in search of custom upon the highways and byways with a retinue of black servants to carry and display their wares. Their favorite place for doing business is before some well patronized open-air café on the main square, known as the *Place de France*, which is bordered by many such establishments, the neighboring sidewalks being covered with thousands of chairs and tables. The patron's view of the street is there-

fore constantly cut off by a gaudy native rug stretched out full length in his line of vision by two or three of the rug vender's assistants. But rug merchants are not the only source of annoyance to the person who wishes to seat himself at one of these cafés and while away a half hour in watching the fantastic spectacle presented by the passing stream of native humanity. The penchant for cleanliness manifested by the French

seems to have been well impressed upon the native mind and particularly upon the numerous young street gamins who are bootblacks by vocation. Scores of these hover upon the outer fringe of chairs and tables like so many vultures and appear to be in an agony of mind if a man happens to have the slightest speck of dust upon his shoes. Their persistent efforts to obtain the privilege of shining his boots will give that man no peace and he is wise who surrenders without delay and submits to their ministrations with good grace!

The second evening of our stay in Casablanca the captain of the vessel and I were invited to dinner at the home of an American-protected Moor, in company with Consul Bradford, through whom we met this native gentleman. I was curious to view the interior of a Moorish home of the upper class. We were ushered into a long, narrow room on the second floor, the tile floor of which was covered with thick Moroccan rugs of the usual brilliant colors. The walls were lined with low divans piled high with silk cushions of every shade of the rainbow, and one end of the chamber was occupied by a conspicuous brass bed of European construction which, Mr. Bradford



AN EARLY CALLER IN TANGIER

explained to us, is never actually used, but is much prized by the Moor as an ornamental piece of furniture. Indeed, it appears that the Moor who fails to have a brass bed on display in his salon is not considered "much pumpkins" by those in the know. The natives also have an overpowering weakness for clocks and mirrors of European manufacture and a generous supply of these was scattered throughout the apartment. One remarkable specimen reminded me forcibly of Andy Gump's well-known hair brush, being a

marveled at the size of the courses served at this Moorish table, most of which were carried away after having sustained but minor damage at our hands since our small party could hardly have been expected to consume half a sheep, and the other dishes were on a similar scale. I was enlightened on this score by Consul Bradford, who informed me that after leaving us the viands found their way to the ladies of the host's harem and from them to the servants of the household.

Before leaving Casablanca for Tangier our steamer loaded tons and tons of Canary bird seed. After watching such vast quantities of this seed come aboard, I began to entertain doubts as to the reputed daintiness of the diet of this well-known household pet and to wonder whether the expression "doesn't eat as much as a Canary bird" means so very much after all. Ye who are studying for the consular examination, take notice that the United States gets much of its Canary bird seed from Morocco, in case this be asked on your questionnaire!



CEUTA, SPANISH CITY IN NORTHERN MOROCCO

combination of clock and mirror such as I had never seen before!

Soon a table about one foot high was brought in by an attendant and we seated ourselves around it on cushions from the divans. The repast was sumptuous to say the least, and since it was the first time I have ever been called upon to aid in the attack upon a whole side of mutton without the assistance of knife, fork, plate or other weapon of offense or defense except my naked hands, I found the experience highly instructive. There were many other dishes, all well cooked and very tasty, and the meats were so tender that the flesh yielded readily even to our untrained digits. The natural feeling of repulsion created in the Anglo-Saxon mind at the thought of eating with the fingers was diminished by the fact that the banquet was preceded by a general hand washing, an attendant passing a huge brass bowl into which another poured water over our hands from a great urn of the same metal. The dinner was concluded with a cake having the circumference of an automobile wheel and mint tea, the national beverage, which the host solicitously brewed himself in a huge samovar. I

Tangier, our next stop, furnishes far more local color than does Casablanca. From the sea the town presents a dazzlingly white appearance and is attractively located on a hillside. However, upon entering the labyrinth of narrow streets the pleasant illusions as to its spotless whiteness are dispelled. But like the Neapolitans, the Moors are picturesque in their squalor, and the tortuous lanes of the native quarter contain many spots that would delight the eye of an artist. There are very few streets wide enough for the passage of an automobile and in most of them the approach of a heavily-laden donkey is sufficient to send all pedestrians into the shelter of doorways to avoid being wedged between its pack and the walls. Many of these little alleys are arcaded, which is a great boon, for the sun glaring on the white walls is very trying on the eyes. The streets are congested to the point where they resemble nothing so much as ant swarms; they are a whirling phantasy of merchant princes in gorgeous costumes, heavily veiled women in shapeless white ghost-like garments, water venders, blind beggars, beasts of

*(Continued on page 70)*



“NEXT” AT BREMEN

*A few callers who wanted to see the Consul—one of the ways a Consul enjoys himself in “leisure” moments*

## IN THE NAME OF TERPSICHORE

You have all heard at least of the triumphs of symphonious syncopation born of the modern and ardent urge of devotion to the goddess of dancing. But have you realized how equally triumphant, to say it in that way, are the titles of these more recent offerings of rhythmic melody? Some of the programs now in favor for dancing evenings provide a thrill to which even consular dignity is not indifferent. The following typical program is produced in order that you may realize just what’s in a name:

**PROGRAM**

December 29, 1923, 9 p. m.

- 1—Fox-trot ..... Big Blonde Mama
- 2—Fox-trot ..... No, No, Nora
- 3—Paul Jones .. Last Night On the Back Porch

- 4—Waltz ..... Dreamy Melody
- 5—Fox-trot ..... Sittin’ In a Corner
- 6—Fox-trot ..... I Love You
- 7—Fox-trot ..... Mama Loves Papa
- 8—Waltz ..... Indiana Moon
- 9—Fox-trot ..... Linger

**INTERMISSION, RECEPTION, REFRESHMENTS**

- 10—Fox-trot ..... Old-Fashioned Love
- 11—Fox-trot..... My Sweetie Went Away
- 12—Paul Jones.. Oh Gee, Oh Gosh, Oh Golly,  
I’m In Love
- 13—Waltz..... Wonderful One
- 14—Fox-trot..... Dancing Honey-moon
- 15—Fox-trot..... Covered Wagon Days
- 16—Fox-trot..... Treat ’Em Rough
- 17—Fox-trot ..... Arcady
- 18—Fox-trot..... Orange Grove in California
- 19—Fox-trot ..... Sun-uv-er Gun
- 20—Waltz..... Good-night Waltz

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

*Propaganda and articles of a tendential nature, especially such as might be aimed to influence legislature, executive or administrative action with respect to the Consular Service, or the Department of State, are rigidly excluded from its columns.*

*Contributions should be addressed to the American Consular Bulletin, c/o Consular Bureau, Department of State, Washington, D. C.*

**The American Consular Association**

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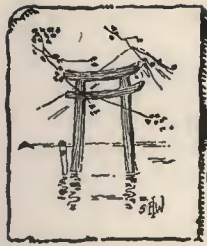
The American Consular Association is an unofficial and voluntary association embracing most of the members of the Consular Service of the United States. It was formed for the purpose of fostering *esprit de corps* among the members of the Consular Service, to strengthen Service spirit, and to establish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

IN an effort to prove to those business houses using the BULLETIN as a medium of advertising that the old adage, "It pays to advertise," is true, the BULLETIN has decided to increase the size of each issue by from four to eight pages and to further increase the circulation. This "decision," however, is predicated upon the assumption that the splendid response from the field will not only continue to grow, but that it will grow in due proportion. The Editors do not find it possible always to send to each contributor a letter of thanks, but the appearance of your article or photograph is a permanent record of thanks and appreciation.

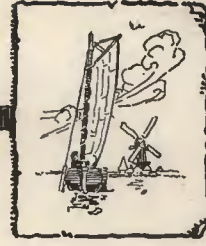
The margin of material on hand is still not sufficiently large to permit the Editors a holiday and this is another call to you to help make it so. If each officer should write only *one* story and send *two* photographs *a year*, the shortage *peril* would be non-existent and the time that is now spent in a wild flurry to fill up empty spaces could be given to a more judicious selection and editing of articles. Some officers have contributed far above the one-story-a-year program; others, below. The wider the range from which material is received, the greater the general interest in the BULLETIN will be. With the service extending, as it does, to all parts of the world and coming in contact with all kinds and conditions of things, our sources of supply are without limit and if we can utilize this potential wealth the BULLETIN's problems will be solved—or rather there will be no problems to solve.

There is a particular need for contributions of the 2,000-word or over variety, accompanied by photographs. Do not hesitate to send material for fear of lack of interest. What is a daily and commonplace happening or sight to you may be among the things unknown to someone else. Send it all along and let the Editors do the selecting.

In order that the file of available material may be of a more permanent nature we especially request that all articles and photographs sent be prepared and sent for the BULLETIN's use without time qualification. It is readily understood that many of the contributions could be sold to other magazines and we realize the justice of the request that material be returned to the sender if not suitable for use in the BULLETIN. However, your article or photograph may not be suitable for the March issue, *but* distinctly suitable and highly desirable six or eight months afterwards. It is for this reason that we would like to receive your articles and photographs "to do with as you shall wish to direct, to your heirs and assigns, now and forever. \* \* \*"



# HERE & THERE



## ASSIGNMENTS

### *Consul General.*

Nathaniel B. Stewart, Tokyo.

### *Consuls, Class IV.*

Joseph W. Ballantine, Tokyo.  
Samuel W. Honaker, Kingston, Jamaica.  
Graham H. Kemper, Yokohama.  
Stuart K. Lupton, Sofia.

### *Consuls, Class V.*

Charles R. Cameron, Tokyo.  
Clement S. Edwards, Valencia.  
Robert Harnden, Rosario.

### *Consuls, Class VI.*

William P. Blocker, Guaymas.  
Wilbert L. Bonney, Edinburgh.  
Austin C. Brady, Unassigned.  
Reed Paige Clark, Port Elizabeth.  
Monnett B. Davis, Saltillo.  
Drew Linard, Piedras Negras.  
W. M. Parker Mitchell, Riviere du Loup.  
Maurice C. Pierce, Bergen.  
Bartley F. Yost, Torreón.

### *Consuls, Class VII.*

Philip Adams, Aden.  
Harry E. Carlson, Kovno.  
Raymond Davis, Paris.  
S. Bertrand Jacobson, Christiania.  
James L. Murphy, Tangier.

### *Vice Consuls de carrière.*

Knox Alexander, Riviere du Loup.  
James G. Finley, Patras.  
Arthur B. Giroux, Montreal.  
Leonard N. Green, Yokohama.  
Alan T. Hurd, Florence.  
John J. Muccio, Hamburg.  
Sidney E. O'Donoghue, Prague.  
Austin R. Preston, Tokyo.  
Harry L. Troutman, Budapest.  
Maurice Walk, Hongkong.

### *Vice Consul and Interpreter.*

Culver B. Chamberlain, Canton.

### *Non-career officers.*

Richard C. Beer, Birmingham.

Charles B. Dyer, Hamburg.  
Charles M. Gerrity, Kovno.  
Jurgen H. L. Lorentzen, Palermo.  
James E. Parks, Lille.  
George R. Phelan, Puerto Cabello.  
Sigurd E. Roll, Fiume.  
Eli Taylor, Mukden.  
William C. Vyse, Paris.  
Sam J. Wardell, Montreal.

### *Clerks to Vice Consuls.*

William H. Brown, Halifax.  
George F. Dickins, Penang.  
William G. O'Brien, Asuncion.  
Walter S. Ruffner, Yokohama.

### *Consular Agent.*

Arthur L. Bowen, Rio Grande.

## DIPLOMATIC

*The following transfers have recently taken place in the diplomatic service:*

James Clement Dunn to Berlin from Port au Prince.

George R. Merrell, Jr., to Port au Prince as Chargé d'Affaires from The Hague.

Harold B. Southworth to Asuncion as Chargé d'Affaires ad interim from Department.

William A. Taylor, Jr., to San Salvador from Department.

Edward S. Crocker to Warsaw from San Salvador.

Frederick P. Hibbard to London from Warsaw.

*The following newly appointed Secretaries were recently confirmed by the Senate as Secretaries of Embassy or Legation of Class IV:*

Stuart E. Grummon, New Jersey.

Harrington F. Matthews, Maryland.

Richard M. de Lambert, New Mexico.

Trojan Koddling, Pennsylvania.

Stanley Hawks, New York.

Carl A. Fisher, Utah.

Christian Gross, Illinois.



## PROMOTIONS

### *Consuls Class V to Class IV.*

James B. Stewart.	Hugh H. Watson.
Frank C. Lee.	Oscar S. Heiser.
William L. Jenkins.	Joseph W. Ballantine.

### *Consuls Class VI to Class V.*

H. Merle Cochran.	John P. Hurley.
Joseph E. Jacobs.	Chester W. Davis.
Dayle C. McDonough.	William C. Burdett.
George A. Makinson.	John D. Johnson.

### *Consuls Class VII to Class VI*

John F. Simmons.	Edward M. Groth.
Clarence J. Spiker.	John R. Minter.
Louis H. Gourley.	Hooker A. Doolittle.
Eliot B. Coulter.	Don S. Haven.
Edmund B. Montgomery.	A. Wallace Treat.

### *Vice Consuls de carrière Class I to Consuls Class VII*

Jack D. Hickerson.	Nathaniel P. Davis.
Robert D. Murphy.	Clark P. Kuykendall.
J. Lee Murphy.	George P. Waller.
Howard K. Travers.	Albert H. Gerberich.
George P. Shaw.	Thomas McEnelly.
Harold D. Finley.	Christian T. Steger.
Donald F. Bigelow.	James V. Whitfield.
James R. Wilkinson.	Walter S. Reineck.
Robert D. Longyear.	Rudolph E. Schoenfeld.
Ray Fox.	Edward B. Thomas.
Julian C. Greenup.	Howard Bucknell.
Donald R. Heath.	

## MILITARY AND NAVAL ATTACHES

Major Furman E. McCammon, General Staff, has been relieved as Military Attaché at Santiago, Chile, and will be succeeded by Colonel James Hanson, General Staff, who will sail for Chile about the middle of December.

Major Henry C. McLean, General Staff, sailed on November 13 for Riga, Latvia, to relieve Major Albert L. Loustalot, General Staff, as Military Attaché to Latvia, Esthonia, Lithuania and Finland.

Captain Douglas H. Gillette, Corps of Engineers, Assistant Military Attaché at London, and Lieut. Carlisle B. Wilson, Infantry, Assistant Military Attaché at Constantinople, will be relieved about January 1, 1924, and will not be replaced.

Commander J. C. Hunsacker, U. S. N., has been assigned to London as Assistant Naval Attaché.

## VISITING OFFICERS

*The following Consular Officers called at the Department on leave or en route to new posts during the period from December 14 to January 13:*

William H. Robertson, Consul General at Halifax.  
 Gabriel Bie Ravndal, Consul General at Constantinople.  
 Maxwell K. Moorhead, Consul at Stuttgart.  
 Keith Merrill, Consul at Madrid.  
 James B. Young, Consul at Venice.  
 Julius D. Dreher, Consul at Colon.  
 Austin C. Brady, Consul at Saltillo.  
 Ernest B. Price, Consul at Foochow.  
 Louis H. Gourley, Consul at Warsaw.  
 H. Earle Russell, Consul at Rome.  
 Nathaniel P. Davis, Vice Consul at Berlin.  
 Willard L. Beaulac, Vice Consul at Puerto Castilla.  
 George E. Seltzer, Vice Consul at Salina Cruz.  
 John J. Ewart, Vice Consul at Cologne.  
 Harry W. Hargis, Jr., Vice Consul at Habana.  
 Augustus Ostertag, Vice Consul at Guatemala.  
 Howard C. Tinsley, Vice Consul at Montevideo.

Consul General Edward J. Norton, after inspecting the offices in British Columbia, spent a short vacation on the Pacific Coast and returned to the Department on January 10th.

Consul General William Dawson, who has been temporarily detailed to the Department, left Washington on the 15th to complete his inspection trip in the Central American countries.

Consul General Horace Lee Washington is spending a vacation at Aiken, South Carolina.

## BIRTHS

A son, A. Dana Hodgdon, Junior, was born to Vice Consul and Mrs. A. Dana Hodgdon, on November 24, 1923, at Washington.

A son, Sam Pearce, was born to Vice Consul and Mrs. Julian L. Pinkerton, at Loanda, Angola, on September 18, 1923.

A son, Charles Gustavus, was born to Consul and Mrs. Lucien Memminger, on October 11, 1923, at Bordeaux, France.

A daughter, Barbara, was born November 16, 1923, at Nantes, France, to Vice Consul and Mrs. M. E. Malige.

A daughter, Yveline Guillouët, was born Aug. 9, 1923, at Antwerp, Belgium, to Vice Consul and Mrs. Harold L. Smith.



## RESIGNATIONS

Chester Donaldson, Class VI.  
George G. Duffee, Class VII.

The annual report of the Director of the United States Veterans' Bureau for the fiscal year ending June 30, 1923, in describing the work of the Insular and Foreign Service Sub-division of the Bureau, speaks well of the assistance rendered by the Consular Service in the conduct of activities relating to beneficiaries of the Bureau in foreign countries.

In speaking of the medical care and treatment of such beneficiaries, as entrusted to the Insular and Foreign Service Sub-division, the report comments that the effectiveness of this work is largely dependent upon the close cooperation of the executive branches of the Government, and conspicuously the Consular Service of the Department of State, which has been prompt and effective in providing medical treatment, hospitalization, subsistence, and transportation for all those who come within the permitted class for such service. Authority for the service in each case is issued by the Director of the United States Veterans' Bureau. Reimbursement is made to the Department of State for any authorized expense incident to this service.

All medical examination made in foreign countries are conducted by a physician who is designated by the United States consul located nearest the claimant. Medical officers of the United States Public Health Service, United States Army or Navy, when available for the service, are usually designated as the examining physicians.

When it is found necessary to expedite service to a United States ex-service man in a foreign country, continues the report, the Bureau resorts to cable and radio services. Similarly, upon receipt of a cablegram or radiogram from one of its representatives in a foreign country in which request is made for expedited action or report in connection with American ex-service men, the Department of State promptly telephones the message to the United States Veterans' Bureau, the telephone message being subsequently verified by letter. It is often possible to give prompt bureau authorization for the service by telephone, confirmation of such authorization being subsequently made in a letter of the director to the State Department.

There were seventy-five applicants appearing to take the examinations, beginning January 14, 1924, for the consular service.



VIEW FROM THE AMERICAN CONSULATE GENERAL, LIVERPOOL

By Robert R. Patterson, Liverpool

The "overhead railway" in the foreground is locally believed to be the first of such city constructions for passenger traffic. Sir William Forewood, an ex-Liverpool Mayor who received the highest civic honor of the freedom of the city on his retirement at an advanced age from commercial activities, was one of the organizers of this construction. He stated that many years ago when the New York Elevated Railway was contemplated an investigation of the Liverpool "overhead railway" was made.

The roadway in the center leads to the floating landing stage where passenger vessels arrive and depart. It was at this stage that the "Leviathan" was moored when she brought over troops during the war.

Across the river on the extreme left are the Birkenhead Ship Yards where the famous "Alabama" was built.

## COME AHEAD

The Business Manager asks us to announce with his especial appreciation that Consul Brett of Bahia, Consul Jacobson of Christiania, and Consul Huddle of the Department, have been of direct assistance to him in placing BULLETIN advertising space for the New Year.

Come ahead! Break into this choice and select list of cooperators if you can. The more advertising, the more BULLETIN you get.

Mr. and Mrs. Carlton Bailey Hurst entertained the staff of the Consulate General, Habana, at their home on January 3, 1924, in honor of Mr. Arthur Garrels on the occasion of his birthday. Mr. and Mrs. Garrels spent a few weeks in Habana as the beginning of Mr. Garrels' inspection trip through the West Indies.



*Photo by S. H. Quigley*

CONSULAR BUREAU CHRISTMAS TREE

## CONSULAR BUREAU CHRISTMAS TREE

The Consular Bureau celebrated Christmas with its eighth annual Christmas Tree during the afternoon of December 24, 1923. Plans were begun three weeks ahead when Mr. Hengstler, Chief of the Consular Bureau, in order to assure the greatest and most successful yuletide tree, appointed committees from the members of his staff and from the Office of Consular Personnel to obtain a tree, collect funds to meet expenses, arrange decorations, and to provide a buffet lunch.

The personnel assembled at one o'clock in the afternoon, after the finishing touches had been completed, in Room No. 107 (which had been selected for the merry-making), and which presented a beautiful spectacle in its gala attire—festoons of ribbons of red and green, and, which in the far corner, harbored the tree with its variegated ornaments. The presents, one for each member and one for each guest, were piled at the base of the tree.

Into this room were ushered the honor guests of the occasion, the Secretary of State, the Honorable Charles E. Hughes; Under Secretary, William Phillips; Third Secretary, J. Butler Wright, and the Director of the Consular Service, Wilbur J. Carr. All the consular officers on duty in the Department, as well as three visiting officers then in the city, Consul General Albert Halstead and Consuls Leland B. Morris and James B. Young, were invited to attend.

Immediately after the arrival of the guests the

young ladies served from improvised tables, a delightful salad luncheon, with chocolates, nuts, raisins, and coffee.

Not until the lunch had been finished did Mr. Hengstler, acting as Santa Claus, begin the distribution of the presents. Then he required, much to the amusement of the audience, each person to open the mysterious package so that all might see its contents while he read aloud the descriptive verses which set forth the appropriateness of each gift. The clever "hits," sparkling quips and merry jests,

caused continued peals of laughter and constant applause. When the last package had been opened the music started and dancing concluded the day's program which will ever be remembered as the most enjoyable Christmas Tree entertainment ever given by the Consular Bureau.

The following was the reply of a business man after reading Mr. Carr's article, "What Your Consuls Do":

"After learning from Mr. Carr what a consul does one is left with the impression of a Giant of superhuman attainments with all the time in the world to look after other peoples' affairs."

One of the Consuls General at Large commenting upon it, states:

"If we merit such a definition of our activities then let us all strive to meet our obligations with courtesy—rise to meet every visitor with a smile and grasp the opportunity to make everyone coming within the portals of the consulate feel that we derive pleasure from our tasks and are there to help them all."

During the month of November, 1923, there were transmitted to the Department 3,315 Trade Letters, as against 3,116 in October, 1923.

The Consulate General at Habana took first place in the number of Trade Letters submitted, having 94, followed by London, England, 69, Mexico City 53, Buenos Aires 52, and Santo Domingo 48.

At the same time 2,613 commercial reports were received, as compared with 3,116 for October.

## NECROLOGY

Mr. John Fowler, formerly an American Consul, died December 30, 1923, at his home in Winchester, Massachusetts. He was born May 9, 1858, in New York City and was educated in the public schools of Massachusetts and at Phillips Exeter Academy. Before engaging in business in Boston he was employed in the Navy Yard at Washington and as a ship's writer on the U. S. S. Talapoosa. He was appointed Consul at Ningpo, China, on February 27, 1890; Consul at Chefoo on May 26, 1896; Consul General February 2, 1904; re-appointed Consul June 10, 1908; Consul at Foochow March 13, 1912, and to Rimouski, Quebec, Canada, December 29, 1914. He resigned, because of his failing health, October 25, 1915.

Mr. Clarence Woolard, Honorary Vice Consul at Cape Haitien died at his post on December 22, 1923. He was born in Grafton, West Virginia, on January 12, 1873, where he attended the public schools until the age of twenty-one when he became a railroad man. On June 9, 1915, he was appointed Vice Consul at Cape Haitien.

## INTERNATIONAL MIXED COURT AT SHANGHAI

*By Raymond P. Tenney*

The International Mixed Court at Shanghai is the tribunal for hearing civil and criminal actions brought against Chinese residents of the International Settlement, the number of which is now said to be about half a million. Jurisdiction is determined by the nationality of the defendant (who must always be a Chinese or a foreigner without extraterritorial status). A special tribunal, such as the Mixed Court, is apparently necessary, owing to the fact that the Settlement, having been established primarily for the residence of foreigners (Europeans, Americans, etc.), enjoys a number of self-governing privileges which are held to be inconsistent with the full exercise of Chinese sovereignty within its limits. The International Mixed Court was established in the early "Sixties," following the sudden influx of Chinese refugees into the Settlement at the time of the Taiping Rebellion.

From its foundation up to the latter part of 1911, when the Manchu Dynasty came to a close, the Court functioned directly under the Chinese

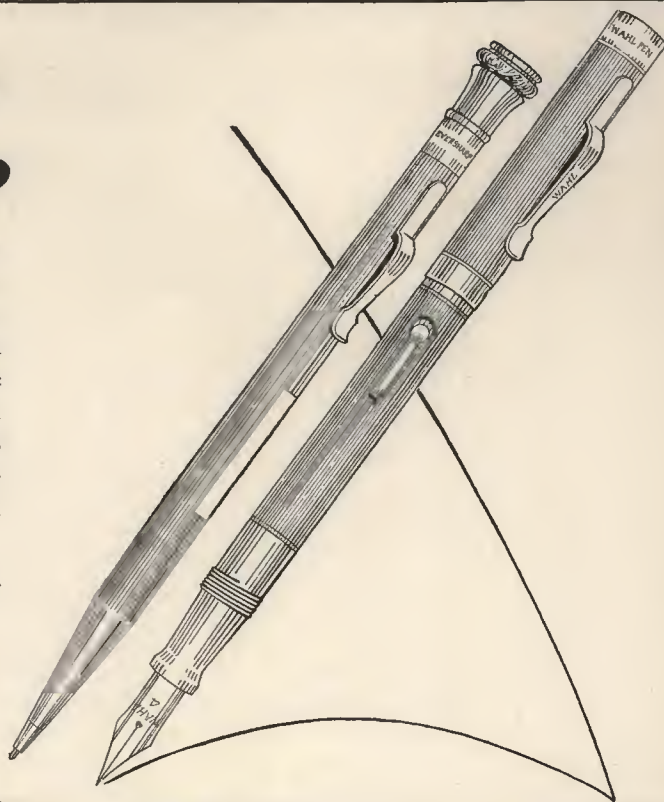
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government—the Magistrates (Chinese) being appointees of the government. During this period Assessors (usually subordinate consular officers), sat with the Magistrate in certain types of cases—notably in the “Police Courts” for trying criminal actions and also in those cases where foreign interests were especially involved. In civil actions where Chinese only were involved the Magistrate sat without Assessors. Early in the history of the Court it became the established procedure for British Assessors to sit (with the Magistrate) in

of the picture are members of the Shanghai Municipal Police.

In the latter part of 1911, at the time of the Revolution when the Manchu Dynasty came to an end, there was a for a time no government functioning in China. As, however, it was necessary for the International Mixed Court to continue to operate at Shanghai, this tribunal was taken over provisionally by the local Consular Body and the status of the Court, as then established, has continued up to the present. The Magistrates, of whom there are five, have since held their positions by appointment of the Consular Body, their salaries being paid out of the proceeds of Chinese government securities in the hands of the Senior Consul. At the same time the jurisdiction of the Court was enlarged so as to include criminal cases of every description (previous to this the Court’s authority in criminal cases had been limited to the imposition of a sentence of five years). The system of the Court “Runners,” which had led to many abuses, was also abolished—the decrees of the



THE COURT IN 1906

“Police Cases” on Mondays, Wednesdays and Fridays; American Assessors to sit on Tuesdays and Thursdays, and German Assessors to sit on Saturdays.

The photograph shows the Court as it appeared in 1906—or shortly before—towards the end of the first period of its existence above referred to. The session in question is presided over by Magistrate Kwan (who still functions as Senior Magistrate), and the German Assessor. The official hats worn by the Magistrate and the Court “Runners,” at the right, indicate that the picture was taken during the Manchu Dynasty—this type of head dress being discarded after the establishment of the Chinese Republic. The Court procedure at this time differed in a number of respects from present arrangements. The picture shows a Chinese on his knees in front of the bench. This is probably the defendant in a criminal action. At this time also the “Bamboo” (corporal punishment) was still administered in certain types of cases. The Europeans at the left

Court now all being carried out by the Shanghai Municipal Police. Another important innovation adopted in 1911 was the practice of foreign Assessors to sit in all cases, whether or not a foreign interest was involved—sessions presided over by the Magistrate sitting alone being discontinued. The Assessors in civil cases of this nature (“Chinese Civil Cases”) are now elected annually by the Consular Body. At present the four Assessors elected to sit in “Chinese Civil Cases” are the two American Assessors, one British and one Japanese.

The consular representatives of foreign nations in Trinidad, according to the New Year’s custom, called at Government House on New Year’s Day to extend felicitations to his Excellency the Governor and Lady Wilson. Previous to the call at Government House, the members assembled at Queen’s Park Hotel where they were received by Mr. Henry D. Baker, American Consul, and Dean of the consular corps in Trinidad.



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BOOKS

*Consul General Weddell starts a worthy movement.*

Ruskin tells us somewhere that what differentiates one man from another is not intellect or character or strength but the relative capacity to feel. If I were asked to say what, in my opinion, differentiates one consular officer from another, my reply would be—in his willingness to and capacity for work! And by work, here, I mean especially study along lines which lead toward the acquisition of the equipment and background and atmosphere best adapted to the nature of his career.

In this general connection it has seemed to me, judging from my own lack in the past, that a consular officer going to a new post would be helped and inspired if he could have suggested to him a small, select, list of books, which he might acquire either en bloc or gradually.

I have made up a little bibliography of works relating to India, hoping that it may be of assistance to some officer. Perhaps consular officers in other parts of the world may find time to prepare and send in similar lists relating to their districts.

*Administration and Government:*

- Strachey, Sir John.  
India, Its Administration and Progress.
- Milburn, R. T.  
England and India.

*Politics: (Gen. Wks.)*

- Nandi, A.  
Indian Unrest.
- Ilbert, Sir C.  
The Government of India.
- Williams, L. F. R.  
India (annual issue)

*National Movement and Non-Cooperation:*

- Banerji, N. N.  
The Ideal of Swaraj in Education and Government.
- Sankara Nair, Sir.  
Gandhi and Anarchy.

*The People of India:*

- Crooke, E.  
The Tribes and Castes of Northern India (4 vols.)
- Theerston, E.  
Castes and Tribes of Southern India (7 vols.)
- Anderson, J. D.  
The Peoples of India.

*Religions: (Gen. Wks.)*

- Barth, A.  
Religions of India.

- Wilkins, W. J.  
Hindoo Mythology.
- Monier Williams, Sir M.  
Religious Thought and Life in India.
- Newcombe, A. G.  
Village, Town and Jungle Life in India.
- Christian Missions in India and Their Work:*
- Richler, J.  
A History of Missions in India. Tr. by S. H. Moore.
- Fleming, D. F.  
Building With India.

*History:*

- Smith, V. A.  
The Oxford History of India.
- Ragozin, A.  
Vedic India.
- Lane-Poole, S.  
Mediaeval India Under Mohammedan Rule.
- Smith, V. A.  
Akbar, the Great Mogul.
- Wilson, C. R.  
Early Annals of English in Bengal (3 vols.)
- Ghose, N. N.  
England's Work in India.
- Dodwell, H.  
Dupleix and Clive.
- Weker, H.  
La Compagnie française des Indes.

*Economics:*

- Dutt, R. C.  
The Economic History of India Under the Early British Rule.
- The Economic History of India in the Victorian Age.
- Sarkar, J. N.  
Economics of British India.
- Vardypadhyaya, P. N.  
A Study of Indian Economics.
- Mukherji, N. G.  
Handbook of Indian Agriculture.
- Mukherji, Radha Kanal.  
Foundations of Indian Economics.
- MacKenna, J.  
Agriculture in India.
- Doraiswanie, S. V.  
Indian Finance, Currency and Banking.
- Keynes, J. M.  
Indian Currency and Finance.
- Shirras, G. F.  
Indian Finance and Banking.
- Chatterton, A.  
Industrial Evolution in India.
- Cotton, C. W. E.  
Handbook of Commercial Information for India.

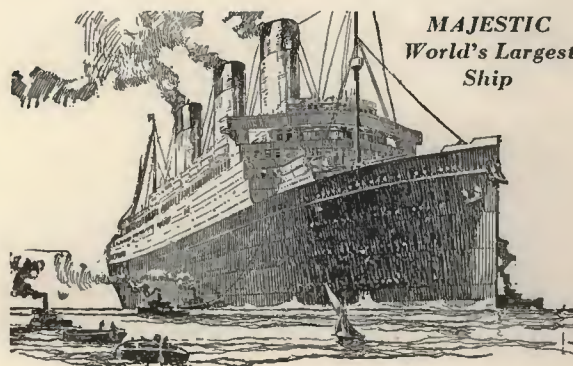
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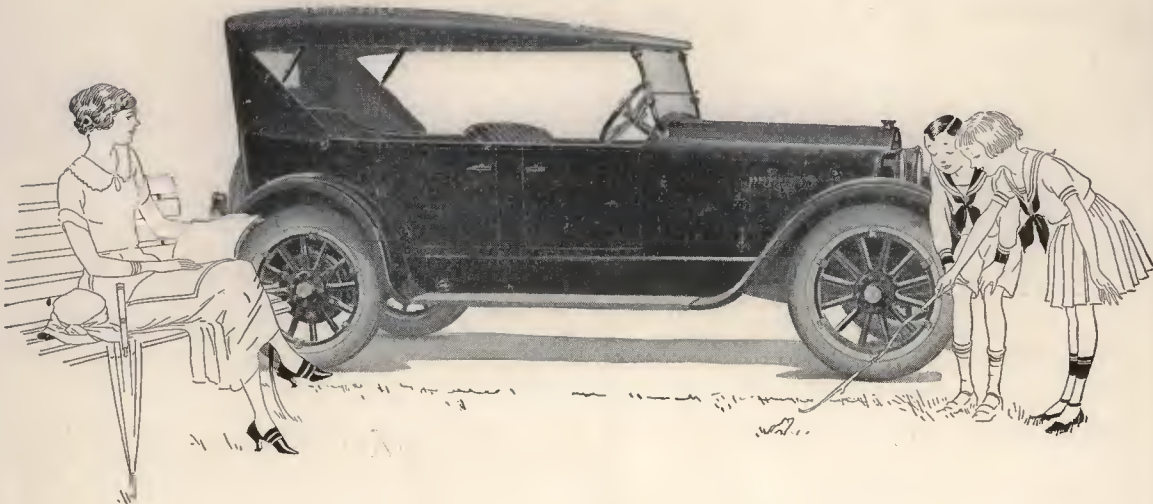


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## COMMODORE PERRY

*(Continued from page 38)*

would be duly made known. Both gentlemen returned respectful and complimentary answers; and Sir Ralph Woodford took occasion to express his regret that the hopes which he had entertained of receiving Commodore Perry within that Gov-

ernment with the consideration due to his rank and merits had been so fatally disappointed."

TRANSFER OF PERRY'S REMAINS TO AMERICA

For seven years the remains of Commodore Perry peacefully reposed at the Lapeyrouse Cemetery, but in 1826 they were taken by U. S. S. *Lexington*, to Newport, Rhode Island, where they have since rested, an imposing monument marking the site.

The stone which marks the grave was by accident broken, but fortunately below the inscription, and Capt. Turner expressed a wish to have it replaced, either upright or flat, to preserve the ground; and in fact, we believe that he has commissioned a gentleman here for that purpose. The following is the inscription:

*Commodore*  
**OLIVER H. PERRY,**  
*Of the United States Navy:*  
*born 1785*  
*died 1819*

Although the Lapeyrouse Cemetery has been carefully searched for the burial stone above referred to, no trace of it can be found, and unfortunately there are no records existing of the earlier graves of the Cemetery.

PERRY'S FAME AS A NAVAL COMMANDER

In the rotunda of the Capitol at Washington, among the great historic paintings there displayed, none command greater interest than the famous scene when Perry, with the few survivors from his flagship the *Lawrence*, crossed in a row boat amid broadsides from the British guns to the *Niagara*, on which he raised his flag, and then soon won the victory which gave the Americans command of the Great Lakes. Among those in the memorable boat party which snatched victory from defeat, was a wounded younger brother of Perry, who likewise later became famous for the diplomatic expedition to Japan, which first opened up that country to Western civilization. Although viewed from the standpoint of armament and the number of men engaged, the battle of Lake Erie can hardly be considered important, yet in view of its decisive consequences, and especially because of its association with the personal bravery and masterly leadership, of one man, Oliver Hazard Perry, it is one of the greatest in the annals of naval warfare.

After the battle, Perry sent to General Harrison the laconic message: "Dear General: We have met the enemy, and they are *ours*: Two ships, two brigs, one schooner, and one sloop."



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Six years later, Perry was to meet his former enemies at the victory only of death, and he was *theirs* at Port-of-Spain, surrounded by all the splendid sympathy and respect which the chivalrous feelings of the people of Trinidad could give, and for seven years the mortal remains of this great man reposed within the friendly and protecting soil of this British colony.

The spirit of Perry, even in a land against whom he had formerly fought, must have found congenial associations and kinship of spirit, for the British people can appreciate great deeds and generousities of soul, for their own history has exemplified in great and noble action, the common ideals which came from the Anglo-Saxon forefathers.

### BOOKS

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*Education:*

James, H. R.  
Education and Statesmanship in India, 1797 to 1910.

*Fine Arts:*

Smith, V. A.  
A History of Fine Art in India and Ceylon.

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Coomarswamy, A. K.

The Arts and Crafts of India and Ceylon.

Brown, P.

Indian Painting.

*Literatures:*

Frazer, R. W.

A Literary History of India.

Grierson, Sir G. A.

Modern Vernacular.

Literature of Hindostan.

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Valparaiso, Chile



*Topography and Description:*

Murray's Guide to India, Burmah and Ceylon.  
Playne, S.

The Bombay Presidency, the United Provinces, the Punjab, etc.

Bengal and Assam, Behar and Orissa.  
Southern India.

Douie, Sir J.

The Punjab, North-West Frontier Province and Kashmir.

O'Malley, L. S. S.

Bengal, Behar and Orissa, Sikhim (Prov. Geog.)

Thurston, E.

The Madras Presidency. (Prov. Geog.)

*Fiction:*

Kipling, Flora Annie Steel, Meadows Taylor.

WAR-TIME IN TURKEY

(Continued from page 44)

three miles. It was interesting to watch the Arab children in the street playing "caddy" in exactly the same way we played the game when I was a small boy in Iowa. Other children were playing marbles using the shin bones of sheep. The old men were sitting beside the mud walls in the sunshine where they could warm themselves, spinning wool with which to make the "Aba," a garment thrown over the shoulders reaching to the ground.

As we approached Bagdad from the west the gilded domes and minarets of the famous mosque of Khiazmain could be seen glittering in the sunshine. This was on January 20, 1917. February 27th word was passed around that the British had succeeded in breaking past Kut-ul-Amara, the Turkish stronghold, and were coming up the river. We noticed that the archives of the Government House were being hastily sent across the river to the railway station to be sent up to Mosul. Three days later the Austrian Consul requested me to take charge provisionally of Austro-Hungarian interests as he was leaving. British aeroplanes passed over the city frequently. On March 10th heavy bombardment could be heard down the river. The next morning between one and two o'clock very heavy explosions shook the city and it was evident that the Turks were evacuating Bagdad. I hurried up on the roof of the Consulate and could see flashes of the explosions in the darkness on the opposite side of the river which destroyed the cranes and water tanks of the Bagdad railway. The wooden pontoon bridge across the Tigris river burned fiercely for a short time and then went out. It must have



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been saturated with petroleum. Two tall steel masts which belonged to the wireless system and which had just been installed by the Germans at considerable expense were also destroyed by dynamite. Looting of the market place commenced immediately and considerable damage had been done by daybreak. The most effective way to stop it seemed to be to find some British troops and ask them to come in at once, so I asked the cavass to bring the saddle horses and we started out to look for the British. Very soon we met three Indian Lancers riding abreast and approaching cautiously. When asked if there was a British officer near one of them galloped off and in a short time Major Ferguson-Pollock of the 32nd Indian Lancers appeared. On being informed that the Turks had evacuated the city and that the market place was being looted he asked me to ride through the city with him so we turned and rode through the main street to the covered bazaar followed by a hundred or more mounted lancers. It seemed as though the whole population of Bagdad turned out and lined the street.

. BRITISH TROOPS ARRIVE

Some of the people in the crowds still had loot in their hands but they all cheered the British

troops. On reaching the covered bazaar we found the place packed with people looting and breaking open shops and tearing down the wooden shutters which guarded the wares of the small merchants. We rode straight into the bazaar followed by the lancers riding four abreast. The looters were so busy and the struggle to secure the most valuable loot was so keen that they did not notice us. The Major drew his revolver and fired a few shots into the ceiling which had the instant effect of causing the looters to drop their plunder and seek a way of escape past the lancers who had occupied the entrance and were moving into the bazaar. The looters were thus obliged to run the gauntlet all the way to the door, and each person was most unmercifully punished by the Indians who used the butt end of their lances with good effect upon the head and shoulders of the escaping crowd. The bazaar was soon emptied and we then rode back by another street to the consulate. The British infantry soon arrived, some coming up on the west side of the river and some on the east side. Guards were immediately stationed at different corners to preserve order with instructions to instantly shoot any plunderers. In the afternoon of the same day (March 11, 1917), General Maude the Commander-in-

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Chief arrived with a fleet of gunboats and transports from below, and Bagdad was finally occupied by the British Army.

Major Ferguson-Pollock who continued in the vanguard to the north of Bagdad was killed a few days later by shell fire and many of his Indian Lancers shared the same fate.

### KEEPING POSTED ON THE LAWS OF THE WORLD

*(Continued from page 45)*

In some cases it may be possible to have this work done against a modest remuneration.

It may be of interest to American consuls to know that an entirely new clientele has been drawn to official trade promotion in the increasing number of American lawyers coming to the Division of Commercial Laws for assistance. The inadequate equipment of the legal profession in the United States in dealing with foreign legal problems and practices is felt by the law advisers of American firms and they seek to increase their efficiency in this respect, and in turn they are ready to aid their legal confreres abroad who may be interested in American laws. It will be of great help to American consuls when they ask

favors of foreign lawyers to be able to promise them that if they need assistance with information on American laws the Division of Commercial Laws will extend similar courtesies to them.

Occasionally a foreign firm may have a grievance against someone in the United States and will appeal to the consul for help. The Division of Commercial Laws will gladly strengthen the consul's hand by arranging with the District and cooperative offices to make a personal investigation and report to the consul.

It is particularly in the wake of a drop in prices or a rise of the dollar exchange that many disputes arise. It is human nature to seek to withdraw from an obligation when it becomes more irksome than when originally entered into. Foreign trade has its poor losers side by side with firms that loyally stand by their engagements. The temptation to benefit by legal technicalities is always present with shortsighted firms everywhere which prefer improper gains to the slower process of building up an honorable business. And so it is becoming more dangerous to remain in ignorance of the legal aspects of trading in each country where American goods are marketed.

The staff of the Division of Commercial Laws has recently been augmented and it will be pos-

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sible now to single out many excellent reports and instances of helpful cooperation rendered by the consuls. The business world mightily appreciates the work done by American consular officers. I can assure the consuls that deserved credit will be given them for their valuable help in this work, not only in writing to those directly benefited, but also in special communications to the State Department.

## MOROCCO FROM THE SEA

(Continued from page 48)

burden, peddlers, herds of goats, and children without number. Life is so thick it is oppressive and the scene more bewildering than Broadway or Fifth Avenue on a busy day. The town boasts one very large and pleasant hotel, but it was almost empty as the place seems to be off the beaten track of tourists.

After a run of a very few hours our vessel arrived in sight of Ceuta, which occupies a peculiar situation on a narrow and hilly peninsula that has been artificially turned into an island by the cutting of a deep moat across the narrowest portion. The site was doubtless chosen because of its adaptability to defense and the fact that the

promontory affords some protection to vessels when the wind is from a given direction.

Ceuta lies almost directly across the Straits from Gibraltar and the rock is plainly visible in clear weather. At the sea end of the peninsula a high hill is crowned with a rambling blockhouse.

Ceuta was the only port at which our vessel docked and the steamer immediately became the object of great curiosity and interest on the part of the Moors, several parties of them being permitted to make a thorough tour of inspection. One elderly Sheikh brought his family with him. His oldest wife appeared to be fifty and his youngest not over fifteen. One could not help noting the good will manifested towards Americans by these people. The stone breakwater against which we were moored was piled high with supplies for the Army. It is rapidly being extended and a number of concrete docks with warehouses are under construction, so that there will eventually be sufficient room for several large vessels to tie up at the same time. However, the harbor space is very limited and ships will always be more or less cramped in their manoeuvres to enter and leave.

The most striking building at Ceuta is its rail-



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road station—a large, modern structure, modelled after the Moorish style. Its brilliant whiteness is punctuated with sharp-cut ornamentations of dark green, and the edifice resembles a mosque or a palace rather than a station.

The population of Ceuta proper is almost entirely of Spanish origin, but during the day the streets are thronged with Moors from the outlying districts and surrounding countryside who come in to purchase and to sell. The costume of the peasant woman is strikingly different from that worn at Casablanca where the entire figure is enshrouded in a shapeless garment, the face being rarely exposed. At Ceuta the women of the peasant class wear short skirts, a striped shawl of bright colors, and many go about entirely unveiled. The most remarkable article of their costume is a straw hat of such huge proportions that the soft brim has to be supported by strips of cloth suspended from the crown to keep the more remote edges from flapping down around the shoulders. A peculiarity of the dress of both men and women is its abundance and the predominance of thick, white, woolen cloth. The climate is warm, but the theory is to protect the skin from the ardent sun by heavy wrappings. How

they manage to keep on their shoes, or rather slippers, without the aid of thongs or buttons is a mystery to the uninitiated.

Melilla, our last Moroccan port, was originally a small walled town located on an elevated piece of ground close to the water's edge. The walls are still there, but the town has outgrown them and straggles along the narrow coastal plain and up the sides of the adjacent hills like the tendrils of a creeping vine escaping from the pot in which it was planted. A large and beautiful park near the water front is the evening rendezvous for fashionable Melilla. Carefully and numerously chaperoned, the young señoritas are permitted to promenade under the watchful eyes with the young officers of their choice. Here they pace back and forth on a wide gravel-covered boulevard sheltered by rows of magnificent palms. An orchestra plays until a late hour and an open-air cinema is well patronized.

This hurried view of Morocco from the sea was of great interest and made me ponder on what fairy spectacles might not be encountered in the interior of this vast and little known region. But the vessel, unsympathetic with my dreams, bore on towards Italy and my post.

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 Purchases of  
 Raw materials  
 Supplies and equipment  
 Geographical data  
 Topographical data  
 Philippine matters  
 Military inventions  
 Military progress

**Interior Department**  
 Pension matters  
 Patent applications  
 Patent interference cases  
 Reports on  
 Education  
 Geological surveys  
 Mines and mining  
 Reclamation  
 Conservation

**Department of Labor**  
 Immigration  
 Chinese Exclusion laws  
 Section Six Certificates  
 Reports on  
 Labor conditions  
 Labor legislation

**Shipping Board**  
 Financing vessels  
 Purchase supplies, coal, etc.  
 Shipment and discharge of crews  
 Settlement of disputes  
 Aid in obtaining cargoes  
 Acting as Agent for Shipping Board  
 Protection of interests of Board

**Federal Reserve Board**  
 Financial reports  
 Exchange matters  
 Commodity reports

**Panama Canal**  
 Marine data  
 Health conditions nearby countries  
 Canal tolls and regulations

**The American Citizen in General.**  
 General correspondence  
 Replies to individual trade inquiries  
 Answers to miscellaneous inquiries  
 Receipt and forwarding of mail  
 Advice and assistance to travelers, tourists and salesmen  
 Representation  
 Notarial acts  
 Protection of interests so far as laws and regulations permit  
 Welfare and whereabouts

American Consuls serve practically every branch of our Government, every business man and, either directly or indirectly, every private citizen. This chart shows how information gathered by them is concentrated in the Department of State and then distributed to the various governmental agencies and to private concerns and individuals. A Consul's more important duties are shown, but by no means all of them.