

The **AMERICAN**
FOREIGN SERVICE
JOURNAL

VOL. 20, NO. 4

APRIL, 1913





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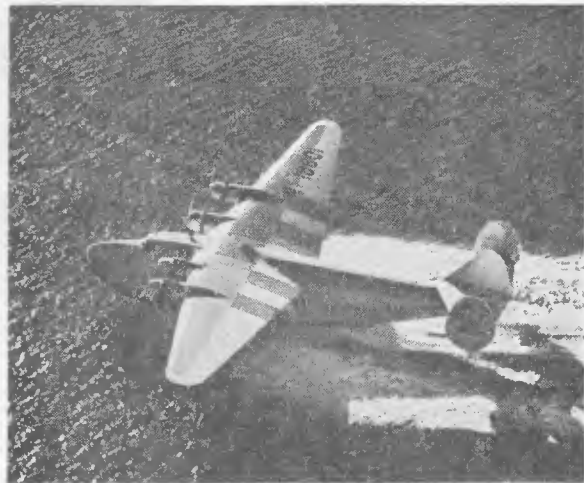
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APRIL, 1943



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THE AMERICAN FOREIGN SERVICE JOURNAL

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VOL. 20, No. 4

WASHINGTON, D. C.

APRIL, 1943

The Mystery of Dakar: An Enigma Resolved

By THOMAS C. WASSON, *Department of State*

THE African port of Dakar first swam into the ken of many Americans in 1938, when they read in Anne Lindbergh's best seller, *Listen, the Wind*, how she and her husband had been unable to make a stopover in the remote West African port because of a yellow fever epidemic. They were pioneering in 1933 over air routes that are now, only ten years later, a ferry shuttle service.

But Dakar did not come into its big fame in America until after France fell in 1940. Suddenly that harbor hidden under the westernmost tip of Africa assumed portentous importance for us. In our eyes it became a loaded pistol pointing across the Atlantic at the heart of Brazil and the New World. The menace of Dakar worried, not only our authorities, but also our learned columnists and radio commentators, our editorial writers and

journalistic strategists, our professional purveyors of gossip, the people who write letters-to-the-editor, and authors of magazine articles and books. At dinner tables and cocktail parties the mere mention of

"Dakar" became freighted with sinister overtones. Perhaps it is seldom that so much is said by so many about a place so little known.

As I propose in this article to disclose some facts not hitherto known in a field where controversy has been rampant, perhaps I need not apologize for starting out with some autobiographical data, in order to establish, so to speak, my credentials.

My first visit to Dakar was a brief stopover in 1937, when I was on my way to Lagos. In March 1939 I rounded out more than eighteen months of service in Lagos, the capital of the British colony of Nigeria, in charge of the



Thomas C. Wasson

American Consulate there; and I chose to use my accumulated leave by undertaking the long overland trip to Dakar and back. In my Ford sedan and accompanied only by my native servant Fred Ihegbu, I drove north to Jos, Kano, and Sokoto, and then made my way west through Niamey, Gao, Timbuktu, Segou, Bamako, Kayes, Tambacounda, and finally to Dakar. I had covered about 3,500 miles. I returned to Lagos by a southern route, visiting Gambia, Casamance, Portuguese Guinea, French Guinea, the Ivory Coast, the Gold Coast, Togoland, and Dahomey. Summarizing the trip in these few words makes it sound simple. But the reader should remember that all this part of the world is extremely primitive, and not a white man's country. Wherever I went, I made a point of meeting the officials, the missionaries, the traders, and the headmen of the villages. Later I was glad indeed that I had these friends scattered over the vast hinterland of Dakar.

Immediately after the fall of France the Department took advantage of the maintenance of relations with Vichy to establish a consulate at Dakar. (Our earlier consulate there, opened in 1915, had been closed in an economy wave in 1931.) In the summer of 1940 I was stationed in Vigo, Spain. On August 6 I was transferred from Vigo to Dakar, where I was instructed to open an office. To reach Dakar proved difficult in those troubled days, steamship and air services from Europe and North Africa having been suspended. On August 24 I received a telegram directing me to catch the Clipper the following morning at Lisbon to return to New York. Owing to bad weather at Horta, the Clipper made two false starts, and it was only on August 30 that we got away from Portugal for good. The freighter *West Lashaway* of the American-West African Line had been held for a day, and it got under way within two or three hours after my arrival at La Guardia Airport on August 31. I landed at Dakar on September 15. The Governor's chef de cabinet, agents of American firms, and directors of the principal trading companies met the steamer and came on board to welcome me. My first call was on the Governor General, Pierre Boisson. He received me cordially, though Vichy had not granted me an exequatur and no official information had been received regarding my arrival. The ill-fated British-Free French assault on Dakar began at dawn eight days later, on September 23, and lasted until noon on September 25. Several shell fragments came through the roof and windows of the house in which I was staying.

The Consulate was opened on October 1, 1940, in the premises of the Elder Dempster Steamship Line, the staff consisting of Monsieur Maurice M. R. Basset, now a candidate at the Officers' Training

The itineraries of the author's recent trips through West Africa are shown as follows: March - May, 1939,; February - March, 1942,



Camp at Fort Benning, Clerk Samuel E. Taylor, and a messenger.

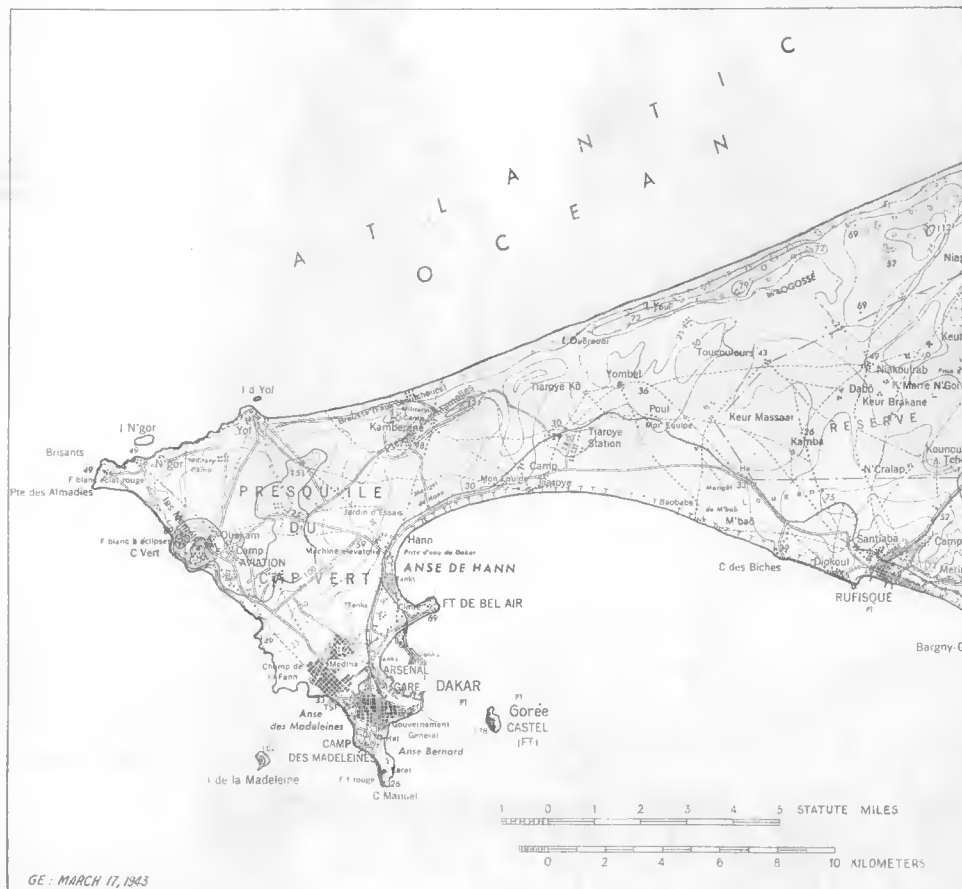
I remained in French West Africa for eighteen months, being relieved by my successor, Consul Fayette J. Flexer. Meanwhile I had been joined by Vice Consul Donald A. Dumont, whose time was almost wholly occupied with the protection of foreign interests, inspecting internment camps, and providing comforts for hundreds of shipwrecked seamen. Foreign Service Clerk Jerome R. Lavalley and Vice Consul Frederic P. Culbert, a control officer, were later additions to the staff. On being relieved on February 10, 1942, I proceeded overland to Lagos, passing through the principal ports of French West Africa, Conakry, Port Bouet, Grand Bassam, Lomé, and Cotonou, and talking with dozens of well-placed persons known to me along the way. In Lagos and later in Accra, the capital of the Gold Coast (like Nigeria, a British colony), I spent days with the Free French, British, and American authorities. On Thursday noon, April 2, 1942, a B-24-A bomber homeward bound from India picked me up at Accra, and two days later, on Saturday noon, it landed me at Bolling Field at Washington.

When the Department sent me to Dakar in 1940, certain special instructions were conveyed to me by Mr. Henry S. Villard, Assistant Chief of the Division of Near Eastern Affairs, in a small cabin on the *West Lashaway* during the few moments available to us before I sailed. I am now authorized to disclose them:

(Continued on page 174)



The Cape Verde Peninsula



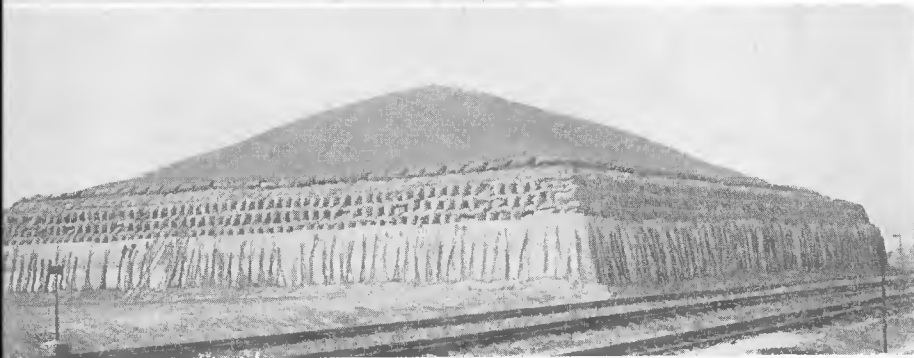
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Senegalese Scenes

Bringing peanuts to market in
Diourbel, Senegal.

Photos Thomas C. Wasson



4,000 tons of peanuts awaiting
shipment at Kaolack, Senegal,
before the war the largest peanut
port in Africa.



Senegalese belles in colorful
costume.

Cliché Gouvernement Général



The Sendaga market, Dakar.



Aerial view of Dakar. In the background is the Island of Gorée; right background, the Palace of the Governor General, and to the extreme right, the Cathedral.



The Palace of the Governor General.

Cliché Gouvernement Général

Dakar



Rue des Essarts—near the market place.



Avenue Gambetta, as seen from the native market place.

Photos Thomas C. Wasson

Dakar railway station.

Post Office, Dakar.





Cliché Gouvernement Général

Women vendors in the market place, Dakar. This is the market usually patronized by the Europeans.

First, to obtain assurances from the authorities that American vessels would not be interned if they called at French West African ports.

Second, to report fully on all commercial air services.

Third, to keep the Department thoroughly informed of any German activities in French West Africa.

Throughout my stay in West Africa I moved freely wherever I wished. The officials were always accessible. I have no reason to think that any obstacles were put in the way of anyone who wished to speak with me. My practice was to welcome all who came to me, by day or night, at the Consulate or elsewhere, regardless of political beliefs, race, rank, or reputation. I was always free to communicate in code with the Department by cable, and the files of cablegrams exchanged with the Dakar Consulate are voluminous. Reports circulating in America and elsewhere of alleged German activity in French West Africa were relayed to me regularly, and needless to say I used every resource to run down even the flimsiest rumors. The British had lost their official representation in French West Africa when they and Vichy broke off relations. The only consulate in charge of a career officer other than ours was the Brazilian, and toward the end of my assignment, the Portuguese. It is to be assumed that espionage

and counter-espionage activities were going on under cover; in fact, the cover was sometimes rather transparent.

It can be fairly said, I believe, that the Department was kept fully informed of everything important that was happening in French West Africa during those months when the outside world was indulging in much speculation on the subject.

At this point I wish to interrupt my narrative to put my readers in possession of the elementary facts about French West Africa, which most of us Americans have never had occasion to learn. Even at this date many of us do not know what French West Africa is. It is a truly vast domain, covering an area of 1,815,768 square miles, which is more than half the area of our forty-eight states. It is bounded on the north by Rio de Oro, by the territories of South Algeria and by Italian Libya, and on the south by the Gulf of Guinea. It stretches from the Atlantic on the west to Lake Chad on the east. Though almost entirely in the tropics, it presents violent climatic contrasts. The northern part is arid; then comes a band of wonderful grazing savannas enjoying moderate rainfall; which in turn gives way to the steaming jungles of the Guinea coast. Dakar with twenty inches of rainfall a year (concentrated in five months) is a not un-

(Continued on page 214)

Countries at War and Related Data

The table on the following pages contains an indication of the countries which are at war with one another and the countries which have severed diplomatic relations with one another, as well as the dates of the declarations of war or severances of diplomatic relations. The table includes the names of only those countries which (1) are named in the table of contents of the October 1, 1941, issue of the quarterly *Foreign Service List* (containing the names of American diplomatic representatives, consular officers, etc., abroad) or (2) have signed or adhered to the Declaration by United Nations, January 1, 1942. Thus the table does not include any declarations of war or similar actions on the part of Fighting France, the Netherlands Indies, various units of the British colonial empire, the governmental authorities in control of Albania, etc.

A few questions of interpretation have been settled in what appears to be a reasonable manner; e.g., in accordance with the Czechoslovak declaration of war, December 16, 1941, against "all countries which are in a state of war with Great Britain, the U.S.S.R., or the United States of America," Czechoslovakia is indicated in the table as being at war with Bulgaria, Hungary, and Rumania (all three of which had previously declared war against the United States), although the Congress of the United States had not recognized the existence of a state of war with those countries at the time of the Czechoslovak declaration. The table is intended to be a rough-and-ready guide but does not purport to be definitive from the point of view of international law. Extracts from official declarations, announcements, etc., with respect to a considerable number of the states of war and states of severed diplomatic relations will be found in the *Department of State Bulletin*, December 20, 1941, and February 7 and April 18, 1942.

KEY

The left-hand column contains the names of countries which have signed or adhered to the Declaration by United Nations (in CAPITAL letters),

which have declared war against one or more of the Axis countries but have not yet adhered to the Declaration by United Nations, or which are in a state of severed diplomatic relations (or a state which appears to be that of severed diplomatic relations) with one or more of the Axis countries. The upper row contains the names of countries which are at war with, or in a state of severed diplomatic relations with, one or more of the United Nations.

WAR indicates that the countries are at war; *sev*, that the countries are in a state of severed diplomatic relations (or a state which appears to be that of severed diplomatic relations). A *u* following *WAR* or *sev* indicates that the country named in the upper row declared war against, engaged in hostilities against, or took similar action which appears to constitute a state of war against—or severed diplomatic relations with, or took action in the nature of a severance of diplomatic relations with—the country named in the left-hand column. An *l* indicates that the country in the left-hand column took corresponding action against the country named in the upper row. In cases in which both a *u* and an *l* appear, they are given in chronological order.

The date given in each case (except those in parentheses) is the effective date (or what appears to be the effective date) of the action; i.e., if a country (or its diplomatic representative at Washington) announced on one date that it was or would be at war with a second country as of another date, the latter date is given. Dates in parentheses, however, are the dates of the announcements in cases in which the effective dates are not specified in the announcements. Where two dates are given, or a date and a footnote number, they are given in order corresponding to that of the *u* and the *l*. It may be necessary to revise certain of the dates, as the Department has not yet received the exact texts of all relevant official documents regarding declarations of war and severances of diplomatic relations.

Numbers in parentheses refer to footnotes at the end of the table.

COUNTRIES AT WAR AND RELATED DATA

	BULGARIA	DENMARK	FINLAND	FRANCE	GERMANY	HUNGARY	ITALY	JAPAN	RUMANIA	SPAIN	THAILAND
AMERICA, UNITED STATES OF	WAR-UI (12/13/41) (6/5/42)			sev-u 11/8/42	WAR-UI (12/11/41) (12/11/41)	WAR-UI (12/12/41) (6/5/42)	WAR-UI (12/11/41) 12/11/41	WAR-UI 12/7/41 (12/8/41)	WAR-UI (12/12/41) (6/5/42)		WAR-U 1/26/42
AUSTRIA	WAR-UI 1/6/42		WAR-UI 12/8/41		WAR-UI (9/8/39)	WAR-UI 12/8/41	WAR-UI 6/11/40	WAR-UI 12/8/41	WAR-UI 12/8/41		
BELGIUM	sev-UI (3/4/41) 3/9/41	sev-u 7/15/40	sev-u (6/29/41)	sev-u 9/5/40	WAR-UI (1)	sev-UI (2)	WAR-UI (1)	WAR-UI (1)	sev-UI (3)		
Bolivia					sev-UI 1/28/42	sev-UI 1/28/42	sev-UI 1/28/42	sev-UI 1/28/42			
BRAZIL					WAR-UI (8/22/42)	sev-u 5/2/42	WAR-UI (8/22/42)	sev-UI 1/28/42	sev-u (3/6/42)		
CANADA			WAR-UI 12/7/41	sev-UI (11/9/42)	WAR-UI 9/10/39	WAR-UI 12/7/41	WAR-UI 6/10/40	WAR-UI 12/7/41	WAR-UI 12/7/41		
Chile					sev-UI 1/20/43	sev-UI 1/20/43	sev-UI 1/20/43	sev-UI 1/20/43			
CHINA					WAR-UI 12/9/41	WAR-UI 12/9/41	WAR-UI 12/9/41	WAR-UI (12/9/41)			
Colombia					12/19/41	sev-UI 12/19/41	sev-UI 12/19/41	sev-UI (12/8/41)			
COMMON- WEALTH OF THE PHILIP- PINES (4)											
COSTA RICA					WAR-UI 12/11/41	sev-UI 5/15/42	WAR-UI 12/11/41	WAR-UI 12/8/41	sev-UI 5/15/42		
CUBA				sev-UI (11/9/42)	WAR-UI 12/11/41	WAR-UI 12/11/41	WAR-UI 12/11/41	WAR-UI 12/9/41			
CZECHO- SLOVAKIA	WAR-UI (5)		WAR-UI (5)		WAR-UI (5)	WAR-UI (5)	WAR-UI (5)	WAR-UI (5)	WAR-UI (5)		
DOMINICAN REPUBLIC					WAR-UI 12/11/41	WAR-UI 12/11/41	WAR-UI 12/11/41	WAR-UI 12/8/41			
Ecuador					sev-UI 1/29/42	sev-UI 1/29/42	sev-UI 1/29/42	sev-UI 1/29/42			
Egypt	sev-UI 1/5/42		sev-UI 1/5/42	sev-UI (6)	sev-UI (9/3/39)	sev-UI 12/15/41	sev-UI 6/12/40	sev-UI 12/9/41	sev-UI 12/15/41		sev-UI (7)
EL SALVADOR				sev-UI 11/13/42	WAR-UI (12/12/41)	WAR-UI (12/12/41)	WAR-UI (12/12/41)	WAR-UI (12/8/41)			
ETHIOPIA					WAR-UI (12/1/42)	WAR-UI (12/1/42)	WAR-UI (12/1/42)	WAR-UI (12/1/42)			
France					WAR-UI 9/3/39	WAR-UI 9/3/39	WAR-UI 6/11/40				
GREAT BRIT- AIN (see UNITED KINGDOM)											
GREECE	WAR-u (8)				WAR-u (4/6/41)	sev-u (9)	WAR-UI (10)	sev-UI 12/7/41	sev-u (11)		
GUATEMALA				sev-UI 11/12/42	WAR-UI (12/11/41)	WAR-UI (12/11/41)	WAR-UI (12/11/41)	WAR-UI (12/8/41)			
HAITI	WAR-UI (12/24/41)			sev-UI 11/11/42	WAR-UI (12/12/41)	WAR-UI (12/24/41)	WAR-UI (12/12/41)	WAR-UI (12/8/41)	WAR-UI (12/24/41) 12/21/41		
HONDURAS				sev-UI (11/13/42)	WAR-UI 12/12/41	WAR-UI 12/12/41	WAR-UI 12/12/41	WAR-UI 12/8/41			
INDIA					WAR-UI (9/3/39)	WAR-UI (9/3/39)	WAR-UI (9/3/39)				
Iran					sev-UI (12)	sev-UI (12)	sev-UI (12)	sev-UI (3/12/42)	sev-UI (12)		
IRAQ				sev-UI (11/16/41)	WAR-UI 1/16-17/43 (Midnight)	WAR-UI 6/7/41	WAR-UI 1/16-17/43 (Midnight)	WAR-UI (11/16/41)	WAR-UI 1/16-17/43 (Midnight)		
LUXEMBOURG (13a)				sev-u 9/5/40	WAR-u (13a)	WAR-u (13a)	WAR-u (13a)				
MEXICO (4)	sev-UI 12/20/41		sev-UI (11/10/42)	sev-UI (11/10/42)	WAR-UI 5/22/42	sev-UI 12/19/41	WAR-UI 5/22/42	WAR-UI 5/22/42	sev-UI (14)		
NETHER- LANDS	sev-UI (3/4/41) 8/5/41	sev-u 7/15/40	sev-UI (15)	sev-u 9/5/40	WAR-u (1)	WAR-UI (1)	WAR-UI 12/11/41	WAR-UI (12/8/41)	sev-UI (16)		

"Freedom of the Air" in the Americas

By T. N. SANDIFER

THE public is presently hearing much about "Freedom of the Air." The term is so new as to arouse widespread speculation and even parliamentary debate, as to what it involves. Eventually it may be proposed among nations as a principle that will perhaps have the same significance as the older and better understood "Freedom of the Seas." When the time comes for considerations of such a proposal, it can safely be predicted that a cogent argument for its adoption by air-minded peoples may be found in its practical application today in the Western Hemisphere.

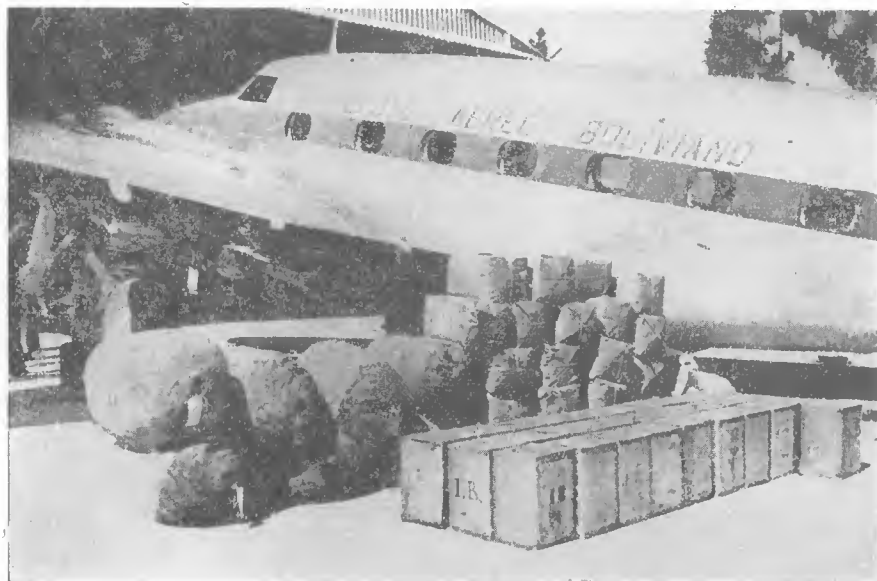
Just as these nations, both north and south, almost alone among others in the world, have never fortified their land boundaries, so they are today advancing the usefulness of aviation in peace service. For without tacit acceptance of the idea of "Freedom of the Air" throughout the Western Hemisphere, the vast network of airways which today speed the war effort would be impossible. But, it is entirely reasonable to expect, when the war tension eases this usefulness will be so appreciated as to insure that it will be continued. Barring unforeseen obstacles it is even certain that such aviation services will be tremendously expanded for the

better maintenance of the "next-door" relationships that are developing from such close contact in war.

The part that airways have in the current war effort of the Americas is not only of major proportions, but without such service, this war effort would be infinitely handicapped, actually impossible. Not all of the story can be detailed at this time, even if it were available, because of military limitations. When it can be written it will make one of the outstanding chapters of the war and of aviation history.

Obviously, however, airline transportation is making giant strides, not only in respect to its service connecting the United States and the Southern republics, but particularly over Latin America. Some comparative figures cited by J. Parker Van Zandt, director of the Office of Air Transport Information in the Commerce Department, show that the airline network over Latin America is two and a half times greater than over the domestic United States services. There are approximately 44 operating companies, having 750 scheduled stops, compared with the United States' 18 air carriers, with 260 stops. Air cargo predominates in Latin American service, for geographical reasons.

Meanwhile, those who have had occasion to travel



Lloyd Aero Boliviano plane, with its shipment of heavy cargo.

Panagra Photos

between the United States and Latin American countries on essential business in recent times already know what the airplane has meant to them, in weeks of travel time saved, and in the obviation of a dangerous sea trip under today's conditions.

Airlines today, both in the United States and between that country and others, including Latin American posts, are operated almost exclusively for transportation of essential passengers and for vital cargo. They have been instrumental in speeding technical personnel to Latin American countries for development of rubber, or for other war requirements.

In fact, rigid priorities govern allotment of air travel space, even among "essential passengers" and cargo. These priorities are regulated officially at Washington. Doubtless none of this is news to any reader who had occasion to try to get space recently.

On airlines this side of the Atlantic, the first full year of war has seen the volume of air express doubled. Passenger traffic has risen 14 per cent. It is safe to reckon that a large proportion of such increases lies in government transportation, in view of the earlier-cited limitations on the usual traffic. So-called contract services for government, in fact, exceed in both mileage and poundage flown throughout the Western Hemisphere the regularly scheduled operations. Furthermore, due to government requirements of airplanes for essential use or trans-

fer to more vital routes, regular domestic operations have necessarily been conducted with approximately half the normal quota of airplanes.

The point of these generalizations is that under the stimulus of increased demands on the air for safe and speedy travel, international air routes have multiplied, apart from the extra loads placed on established national air lanes. So far as this side of the Atlantic is involved, this expansion has been without any serious hitches incident to right-of-way disputes above the earth. If the case had been otherwise, the conditions can be readily visualized.

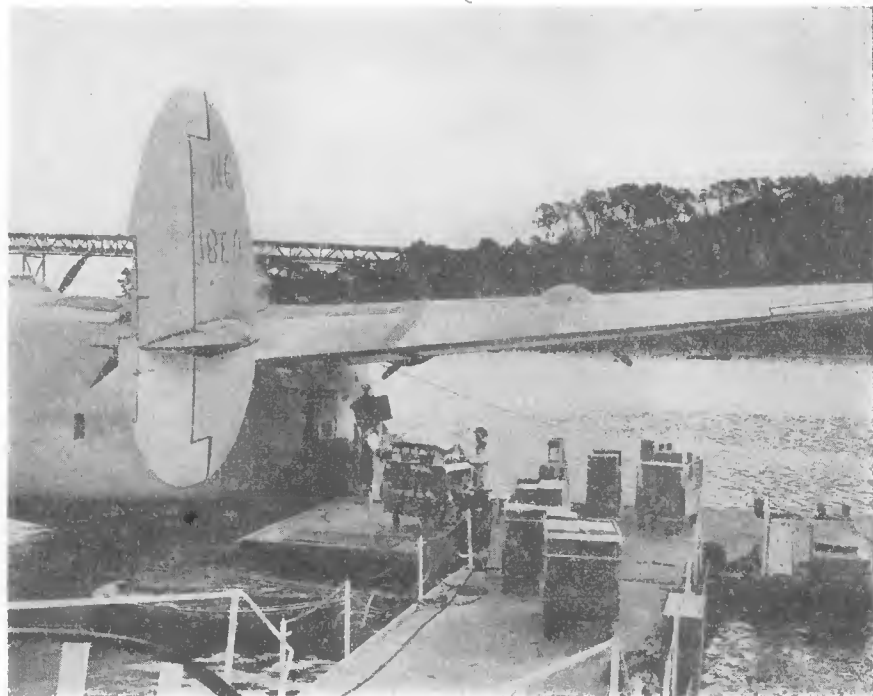
Thus, a part of the portfolio of post-war problems that will need attention concerns this expansion in both use and range of aircraft operations as they will stand when peace comes. Something of what is taking place over the surface of both earth and sea can be detected in just the highlights of today's flying.

Many American services formerly engaged only in domestic commercial flying are today extended over ocean routes, some of them new. Our so-called American flag services in foreign operations, which formerly were engrossed in establishing safe routes over the Atlantic and Pacific, perhaps in just one groove so to speak, are today flying over the face of the Seven Seas.

As an illustration, Pan American's service not only connects North and South America, but hooks

(Continued on page 211)

Pan American Airways flies cargo as a routine procedure across its extensive transatlantic and transpacific air routes. These giant flying boats have carried thousands of pounds of cargo in addition to mail and passengers. This photograph shows merchandise and war goods being loaded aboard a Clipper ship at a Pacific base for overseas shipment.



ANDORRA

By TEMPLE WANAMAKER, JR., *Vice Consul, Barcelona*

The photographs were taken in October, 1942, by Vice Consul Temple Wanamaker, Jr., and Clerks Joe Caragol and Angel M. Varela of the Consulate General in Barcelona.



View of the north of the main valley taken from the capital, Andorra-la-Vieja.

The market in Seo de Urgel, the nearest Spanish town.



NO customs, no police red tape, no priority headaches, no currency controls—all this just doesn't seem possible in our modern world but I found that at least in Andorra such a peaceful state of affairs still exists.

The little state of Andorra, situated in the Pyrenees between France and Spain, is only 18 miles from east to west and 17 miles from north to south at its greatest extent, a total of some 191 square miles, and consists of several mountain valleys all above 3,000 feet in altitude and nearly surrounded by peaks which stretch up 2,000 to 5,000 feet higher. Several small towns, few trees, lush green mountain meadows, small brooks, herds of cattle and goats, and lots of tobacco plants complete the picture. In winter an abundant snowfall makes Andorra a skier's paradise.

Andorra since 1278 has been under the joint suzerainty of the French State (inheritor of the rights of the Counts of Foix) and the Bishop of Urgel, the nearest Spanish town. The Bishop of Urgel now seems to be the controlling power, although the Andorrans govern themselves by means

of a General Council composed of the heads of the families in each of the six parishes.

Andorra naturally profits by its strategical location and especially in troubled times. The visitor is amazed to see tobacco growing everywhere and hanging from every house window to dry, since in Spain and France tobacco is a state monopoly. The shops of the two main towns also seem strange to the uninitiated. Instead of the useful articles one would expect in a small town, one finds all kinds of French perfume and lipsticks, pipes, French china, fur coats. These are bought in France in francs and sold for a tremendous profit to visitors from Spain. Lately, it is said, Andorrans have found that another highly profitable enterprise is the guiding of errant strangers in the Pyrenees. Stories have been heard to the effect that the fee for such services in October was as high as 100,000 francs. Reportedly at the present time there are a number of millionaires who have found refuge in the tiny mountain country. So one has the picture of a happy peaceful people, who manage to make a good living by not getting too concerned over the economic restrictions of their neighbors.

The one radio station, Radio Andorra, is modern, powerful, and uses American equipment. Its policy—entertainment, not depressing war news—reflects the attitude of the country.



Typical village. Tobacco is hanging from windows of house on left.



View to the south of the main valley, taken from the capital, Andorra-la-Vieja.

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EDITORS' COLUMN

SOME months ago we remarked upon a change being wrought in the Foreign Service by the circumstance that a larger number of Foreign Service officers than ever before were moving through the mill of the Department of State. The origin of this movement was purely fortuitous, an immediate consequence of the war; but the Government was quick to utilize the expert knowledge and experience thus made available in the wartime capital, at the precise moment when it was most urgently needed. The Departments of War and Navy, and other executive departments; the Board of Economic Warfare; the Offices of Strategic Services and of War Information; the War Shipping Administration: all have drawn heavily and continuously upon this source, unique in our Government, of dependable information in the vast field of foreign relations.

Many of these officers had never before had an assignment in the Department; had been, except for the rare and all too brief periods of home leave (at their own expense), steadily in the foreign field for anywhere from five to twenty-five years, or more. Some were given regular assignments, for the statutory three year period. Many were given temporary assignments subject to cancellation at any moment to accommodate field demands. Yet others

merely stopped over "for consultation" between posts. The large majority of officers we have seen in Washington since July of 1941, however, now have benefited by *at least some* experience in the Department, and all of these have given good value in return. This is all greatly to the advantage both of the Department and of its Foreign Service.

On the other side of the medallion we have the very considerable number of officers still interned by our enemies, of officers reassigned while in process of being exchanged and who thus have not been permitted to come home since their release from enemy internment, and of officers stationed in critical areas who can ill be spared from their posts of duty.

The demands upon our Service, whether in the field or here in the Department, have never before been so heavy; and the Service, quietly and anonymously, schooled by experience to face emergencies, thus far has managed somehow to meet these demands.

The awkward feature in all this is that the demands go on increasing while the Service is wearing down numerically. The draft so far restricted the Department's field of recruitment that examinations and the Foreign Service school had to be suspended many months ago. Its reserves of younger officers have been exhausted.

For this acute crisis no solution is at present in sight. There can be no solution in fact without a fuller and more general understanding of the vital importance of maintaining and, if possible, strengthening this corps, painstakingly built up over the years and for which there will presently be an even more pressing need when we set about erecting the edifice of the new peace. It has appeared of late that a prevailing and shortsighted tendency might further handicap it by releasing from the draft only those officers who are actually on posts abroad and thus, for the sake of two or three dozen recruits, deprive the Department of State of as many valued experts in key positions. The lack of realism or perspective is patent when it is pointed out that in our entire Service, here and abroad, we have only 850 officers of all ages.

The columns of a well known newspaper recently carried a thoughtless attack upon the Foreign Service officers on assignment in the Department, going so far as to state that faced with a broadening scope of the draft these officers had become so alarmed they were scarcely able to drink their tea. The writer altogether overlooked the fact that the majority of these officers have had their baptism of fire, many of them more than once, and have already been nearer to physical danger than the vast majority of our soldiers, we may hope, will ever be.

News from the Department

By JANE WILSON

Clipper Crash at Lisbon

Late afternoon on February 22 the east-bound Clipper crashed into the Tagus when attempting to land to discharge passengers for Lisbon. Of its 39 passengers and crew about 20 were missing and were believed either to be buried in the clipper or washed away by the current of the Tagus.

It is with deep regret that the JOURNAL announces the death in this crash of JAMES N. WRIGHT, diplomatic courier, whose body was later found and identified.

One of the survivors of the wreck was WALTON W. BUTTERWORTH, First Secretary of the Legation at Lisbon, who was returning to his post. In cabling Mrs. Butterworth, who is at present living in Washington, of his safety, he commented: "luckily swimming is one of my strong points." It is thought that his swimming training—he was once on the Princeton swimming team and later on the swimming team of his college at Oxford where he was a Rhodes Scholar—might be largely responsible for his having survived the ordeal.

Mrs. Butterworth has kindly consented to letting the JOURNAL reprint Mr. Butterworth's own words, as written to her, which graphically describe his experience and the general horror of the scene:

"Now that you know that I am quite safe, I can hear you saying, 'Start right at the beginning and tell me what happened . . .'

"We were coming up the Tagus about 7 o'clock Portuguese time and 3 o'clock Washington time—or at least that is when my watch stopped. It was dark and rainy and I was sitting toward the tail of the plane reading a not-very-good book. Suddenly we hit the water with the force of a thunderbolt of Jove and the grinding sound of the breaking up of the Machine Age. That is when I got my sore ribs, and I have no doubt that my two hundred pounds continued to go at one hundred miles per hour or so until checked by the strap. Water immediately poured in and was up to my waist as I undid my safety belt. That part of the plane was listing heavily as I stepped up to the windows. Unable to find the latch to release the two window safety exits, I broke the artificial glass pane in one window with my elbow and attempted to climb out of it but I could not get both shoulders out, so narrow was the window; I even tried it caty-cornered. So I came

into the cabin where the water had risen further. Then I took my hand and broke off the remaining glass at the two corners to make the space wider (hence my scratched and cut fingers). I tried again to get through but my shoulders were too big. By that time the water had risen up to my shoulders. Then I went back into the cabin to chance all on pushing up from the floor and getting both hands through the window in a dive towards heaven (!), pushed and succeeded in getting my arms well out on either side of the window frame and shimmied through. Out I tumbled into the River.

"I then swam back to the cigar-like fusilage, reached in there and helped a woman who, it later transpired, had been swept from a compartment back of mine through the window I broke. I got on the fusilage and helped another U.S.O. girl get off her boots, another man having pushed her out. About then up bobbed my little brown diplomatic bag which had been on the next seat to me and which, as the fusilage filled up with water, must have been forced to the sea. Into the water I got and hauled it aboard. About that time the fusilage began to be lapped by the tide's waves which were being put up by the wind and so the two girls, and the other man and I made our way to a broken-off wing which I thought, having gas tanks in it and we being at the end of the journey, would continue to float, but shortly after we got well settled it too began to move toward the bottom.

"On crashing into the sea the plane obviously broke in two and many of the crew in the cockpit and a few of the passengers in the big compartment next to the cockpit had been thrown or got free and I could hear them calling as they were swept down stream by the tide. The shore was a long way off, one-half mile away, and what afterward turned out to be the search-light of the Pan American launch at that time looked merely like a beacon on the shore. It had been notified of our crash and was attempting to check up the wreck with its eye. As the wing settled towards bottom we helped each other to get floating debris, such as cushions, to hold onto, but most of it had already been swept downstream. The other man and one of the girls continued to hang on the perpendicular part of the wing after the rest of it had submerged. The other girl, who swam well, and I floated and swam about,

the current carrying us down stream. I debated whether to take off all my clothes and try to make the shore or to rely on the Pan American people and Portuguese local boat police, swimming about and staying in the general area where I thought they thought we might be. I got my coat off and one shoe but could not succeed with the other one. And in the act of trying, I came to realize that the swiftness of the ebbing tide was such that even if I could stand the cold, I would probably be swept to sea before I reached the shore. So with my diplomatic valise, the leather of which had swelled and made it water-tight and buoyant, held to my chest, I swam about at what I thought would be a pace sufficiently energetic to keep me warm but not to tire me too much.

"Of course with the sinking of the wing I became separated from my companions, although at first we attempted to keep together. When slowly but surely the beacon light moved from the shore to the middle of the river, but farther down than I was, keeping my bag to my chest I headed to the point where I thought they seemed to be making for. Eventually they seemed to halt and began to pick up the survivors who had been thrown out of the cockpit and forward compartment and whose cries continued to reach me. Later as I swam nearer to port it occurred to me that I should take off my waistcoat and shirt to make the going easier, and then I said that would mean losing my watch, and I would be damned if I was going to, having preserved it as Father's gift to me for a quarter of a century and now I was going to make it with enough in hand. So on I plugged and eventually came within the beam of light, was thrown a life preserver to which was attached a rope and pulled astern. I handed up the diplomatic bag and was pulled up. For all my swimming experience, I found it almost impossible to give gripping support to the friendly hand that pulled me aboard, so cold was it. There were about ten survivors and we later moved upstream and picked up the two girls and the man who had been my companions on the wing. Slowly against the heavy tide, with all our teeth chattering, we made our way back to the Pan American quay . . .

"After the launch docked and the stretcher cases were taken away I walked up to the pier feeling little the worse for wear but cold as hell, and haunted by the sight of my boat companions who looked like pathetic figures from Goya's *Mad Period* . . ."

Editors' Note: All accounts of the crash that have come to the JOURNAL stress the part played by Mr. Butterworth in aiding in the rescue of many of the passengers. In several instances, but for his courageous actions, they would not have survived.

He, it is learned, sustained two cracked ribs, in addition to minor cuts, but after three days of rest proceeded to his post and carried on as vigorously as ever with his heavy duties.

Heard in the Corridors

. . . . The January 16 and January 23 issues of the *New Yorker* carried under its famous "Profiles" column articles on Assistant Secretary of State ADOLF A. BERLE, JR. . . .

. . . . Coal burned by members of the Service in Chungking costs \$75 a ton. . . .

. . . . HENRY R. LABOUISSÉ, JR., has been designated Chief of the Division of Defense Materials. . .

. . . . The Honorable DOUGLAS JENKINS paid a visit to the Department on February 26. He reported that he and Mrs. Jenkins are enjoying life at their home in Augusta, Georgia. . . .

. . . . Upon the return to the U. S. from Barcelona of CONSUL GENERAL AND MRS. ARTHUR C. FROST, nearly all of their effects were ruined due to seepage in the hold of the ship. Only one case escaped damage and that was one containing Mr. Frost's SHOES. . . .

. . . . An Associated Press correspondent, who was among those interned when the Germans took over southern France, reports that the internees in Baden Baden number 137 which include the Embassy, newspaper, Red Cross and Quaker relief groups. All Americans who were at Lourdes went to Baden Baden with the exception of two—one was left behind for an operation and another, who escaped through the cellars of his hotel two days before the group left, hasn't been heard from since. Apparently he couldn't take the idea of going to Germany. . . .

. . . . GEORGE P. SHAW has been designated an Assistant Chief of the Division of Foreign Activity Correlation. . . .

. . . . MRS. ALBERT E. DOYLE has a full time job with the Red Cross. . . .

. . . . Consul General and Mrs. ALFRED W. KLIEFORTH paid a visit to Washington in February. Mr. Klieforth said they had three reasons for coming: 1) to visit at the Department, 2) to see his son, Leslie, who is in a nearby training camp, and 3) to celebrate their twenty-fifth wedding anniversary. . . .

. . . . CARL M. J. VON ZIELINSKI has had a commission in all three Services — Foreign, War and Navy. He is now a Lieutenant in the Navy and was ordered to active service in February. His son, Carl, Jr., reported for Army service recently and Teddy (13 years old) expects to join the Marines, he says, if Victory will only wait for him. . . .



The Department of State photographed on March 21, the first day of Spring.

By Thomas Miller of PD

U. S. A. Rationing

Foreign Service Officers just arriving in the States are advised to go to their rationing board as soon as possible after their arrival to make application for Ration Books I and II. Ration Book No. I covers sugar and coffee and shoes, and No. II covers food—canned and dehydrated—and butter and meats.

If you wait until after you have been in the country more than 30 days, then we feel sorry for you and you will begin to believe those stories you have heard about government red tape.

If you prefer not to get all tied up, then go right away to the rationing board for the locality in the U. S. in which you are living (in the case of the vicinity of the State Department the Ration Station is at 1350 Pennsylvania Ave., Corner 14th St.) and take along proof of your recent arrival in the States, apply for your No. I, and with your No. I, No. II will come easy.

We warn (repeat WARN) you, even though you might say you don't take any sugar in your mate, and (what is more improbable) you don't need any shoes, and that you eat in restaurants all the time—still, you had better get your ration books, because who knows from one minute to another what will be rationed soon and you will need Nos. I and II to get—whatever comes next!

Foreign Service Sons in the Armed Forces

We take pleasure in adding to this list the following names:

Sons of CONSUL GENERAL and MRS. J. K. CALDWELL:

2nd Lt. David K. Caldwell, Field Artillery, U. S. Army—now in the Far East.

Sgt. James T. Caldwell, Eng. Bn., U. S. Army—now in Africa.

Lt. j.g. John R. Caldwell, U.S.N.R.—now in the Pacific.

Son of CONSUL GENERAL and MRS. ALFRED W. KLIEFORTH:

Corporal Leslie Klieforth—Company E, Second Training Bat., Camp Ritchie.

Sons of the late STUART J. FULLER:

Captain Regan Fuller, U. S. Marines, recently on Guadalcanal.

Captain Stuart Fuller, U.S.A., now overseas with the Meteorological Service of Army Air Corps.

Son of CONSUL GEORGE ALEXANDER ARMSTRONG:

George Alexander Armstrong, U. S. Medical Corps, somewhere in North Africa.

(Continued on page 218)

News From the Field

FIELD CORRESPONDENTS

ACLY, ROBERT A.— <i>Union of South Africa</i>	LATIMER, FREDERICK P., JR.— <i>Honduras</i>
ALLEN, STUART— <i>Western Canada</i>	LIGHTNER, E. ALLEN, JR.— <i>Sweden</i>
BECK, WILLIAM H.— <i>Bermuda</i>	LIPPINCOTT, AUBREY E.— <i>Palestine, Syria, Lebanon, Iraq</i>
BERRY, BURTON Y.— <i>Turkey</i>	LORD, JOHN H.— <i>Jamaica</i>
BINGHAM, HIRAM, JR.— <i>Argentina</i>	LYON, CECIL B.— <i>Chile</i>
BREUER, CARL— <i>Venezuela</i>	LYON, SCOTT— <i>Portugal</i>
BUELL, ROBERT L.— <i>India</i>	MALIGE, M. E.— <i>Martinique</i>
BUTLER, GEORGE— <i>Peru</i>	MCBRIDE, ROBERT H.— <i>Cuba</i>
CHILDS, J. RIVES— <i>North Africa</i>	MCGREGOR, ROBERT G., JR.— <i>Mexico</i>
CLARK, DUWAYNE G.— <i>Paraguay</i>	MILBOURNE, H. L.— <i>St. Lucia</i>
DOW, EDWARD, JR.— <i>Egypt</i>	MINTER, JOHN R.— <i>Southern Australia</i>
DREW, GERALD A.— <i>Guatemala</i>	MITCHELL, REGINALD P.— <i>Haiti</i>
FISHER, DORSEY G.— <i>Great Britain</i>	PAGE, EDWARD, JR.— <i>U.S.S.R.</i>
FUESS, JOHN C.— <i>Ireland</i>	PALMER, JOSEPH, 2ND— <i>British East Africa</i>
FULLER, GEORGE G.— <i>Central Canada</i>	POST, RICHARD H.— <i>Uruguay</i>
GATEWOOD, RICHARD D.— <i>Trinidad</i>	SMITH, E. TALBOT— <i>Abyssinia, Eritrea, British and Italian Somaliland.</i>
GILCHRIST, JAMES M.— <i>Nicaragua</i>	TAYLOR, LAURENCE W.— <i>French Equatorial Africa, The Cameroons and Belgian Congo.</i>
GROTH, EDWARD M.— <i>Union of South Africa</i>	TRIOLO, JAMES S.— <i>Colombia</i>
HUDDLESTON, J. F.— <i>Curacao and Aruba</i>	TURNER, MASON— <i>Western Australia</i>
HURST, CARLTON— <i>British Guiana</i>	WILLIAMS, ARTHUR R.— <i>Panama</i>
KELSEY, EASTON T.— <i>Eastern Canada</i>	
KUNIHOLM, BERTEL E.— <i>Iran</i>	

INDIA

January, 1943.

Calcutta

The Christmas Season in Calcutta was marked, or marred, by five small bombing raids, the first that have occurred at any post in India. While a number of timid souls departed from the city, every member of the staff, including the messengers and sweepers, remained on duty. No holidays were observed, a number of officers and clerks being on duty both in the morning and afternoon on Christmas Day.

On Sunday, December 27, a baseball game was held in Calcutta between a civilian American and Canadian team and a team composed of members of the American and Canadian armed forces, the civilian team winning with little difficulty. The game, which was held in benefit of the United Newspaper Cyclone Relief Fund, was attended by over 2,000 spectators including His Excellency the Governor of Bengal and the Lady Mary Herbert. The net profits of the game were well over \$1,000. So far as is known this is the first baseball game ever played in India for which there has been an admission charge and which has been so largely attended.

Another recent event of interest in Calcutta was the winning of the annual Eastern Indian tennis

tournament by Corporal Hal Surface of the United States Army Air Corps. Surface, who in 1940 ranked as number five on the list of seeded players in the United States, is the first American to win this tournament since 1938 when it was won by Don McNeil.

February 6, 1943

New Delhi

On January 1st George R. Merrell, Secretary in charge of the American Mission, gave an Egg-Nog Party for approximately 90 civil and military officials. Amongst his guests were Horace H. Smith and Everett F. Drumright, who were en route to Chungking.

The Honorable William Phillips, the Personal Representative of the President, arrived at New Delhi on January 8.

Consul General Kenneth S. Patton, accompanied by Consul Clayton Lane, both of Calcutta, and Charles W. Thayer, Third Secretary of the Legation at Kabul, all paid visits to Delhi during January. Another visitor during the month was P. Henry Mueller, Assistant Communications Officer of the Department.

During January the residence and office of the

Personal Representative of the President was moved from Cochin House to Bahawalpur House, an arrangement for the duration of the war which was made through the courtesy of the Government of India and the Ruler of Bahawalpur State: Major Doctor Al-Haj His Highness Rukn-Ud-Daula, Nusrat-I-Jang, Saiful-Daula, Hafiz-Ul-Mulk, Mukhlis-Ud-Daula, Wa Muinud-Daula, Nawab Sir Sadiq Mohammad Khan Bahadur, Abbasi, V, G.C.I.E., G.C.S.I., K.C.S.I., K.C.V.O., LL.D. Needless to say the new residence is most impressive. It is hoped to furnish a photograph for publication in the JOURNAL at a later date.

Bombay

The advent of 1943 was celebrated by the American community in Bombay in traditional fashion at the New Year's morning egg-nogg party at the Willingdon Club, where more than one hundred Americans and their guests assembled under a not too warm January sun. Barrage balloons floating in the clear, blue sky above the city served as a note of harsh reality in an otherwise peaceful scene and as a sober reminder of what war in the Orient in 1942 had meant to Foreign Service Officers serving in this tropical, Indian port: the repatriation of more than two thousand Americans including evacuees from Malaya and Burma, former members of the American Volunteer Group, and many from India itself; the suddenly enhanced interest of the United States in Indian affairs which brought to Bombay the Grady Technical Mission, American Military and Naval establishments, representatives of the Lend-Lease Administration, the War Shipping Administration, the Office of War Information, Defense Supplies Corporation and the Metals Reserve Corporation; and the domestic political turmoil which combined with rigorous blackouts and severe foodstuff shortages made us feel the impact of the war remote though we were from the actual scene of hostilities.

The year also saw some changes in consular personnel here. It was only after considerable geographic research that Consul Hedley V. Cooke, Jr., departed in September for his new post at Iskenderun, Turkey. Newly-assigned Consuls Kenneth C. Krentz and Charles E. Brookhart arrived here in September from Lorenzo Marques after their long internments at Mukden and Shanghai.

Bombay also served as a place of transit and sojourn for other Foreign Service Officers during the latter part of 1942.

Consul General Kenneth S. Patton was here for a few days in September en route to assume charge of the Consulate General at Calcutta, and Vice Consul Meredith Weatherby was able to spend a weekend with his old Foreign Service School colleague.

(Continued on page 208)



PRETORIA

With the encouragement of the Consulate General at Cape Town an American Club for service men was brought into being and formally opened by the Administrator of the Cape Province, in the presence of a number of other distinguished guests, on Thanksgiving Day, November 26, 1942.

Since the opening of the Club, of which Consul and First Secretary Denby is President, considerable use of the Club's facilities has been made by Forces of the United States and other members of the United Nations. Upon the recent arrival at Cape Town, for the Parliamentary Session, of the Minister and Mrs. MacVeagh, a reception was held at the Club to enable them to meet the American community at Cape Town. Approximately 200 persons attended the gathering, which is reported to have been a great success.

The above photograph of the Minister, Mrs. MacVeagh, Major Larrabee, and Consul Denby was taken immediately following the reception.

EDWARD M. GROTH

The Bookshelf

FRANCIS C. DE WOLF, *Review Editor*

A LATIN AMERICAN SPEAKS, by Luis Quintanilla. The Macmillan Company, New York, 1943. viii, 268 pp., \$2.50.

In the days of the League the architects of the New Europe were known as "Good Europeans." Nowadays in our own hemisphere a new race of men is making its appearance—"The Good Americans"—who we hope will be more successful than their European prototype. As a good American, for this Latin American definitely belongs to this new race, Quintanilla interprets North to South and vice versa. He tells the South what we know, namely that North Americans are not all hustling businessmen whose simple tastes are limited to baseball, automobiles, and cocktails and who, when they are not chewing gum, smoking cigars or gulping coca colas, are eating ice cream. He tells the North, what it should know (although Hollywood tries hard to make us forget) that Latin Americans are not all romantic, lazy, sombrero wearing bandits who when they are not making love in the moonlight are dancing rhumbas, congas and sambas or engaged in the pleasant pastime of revolutions.

As a good American Quintanilla loses no chance to denounce the Monroe Doctrine, the villain of the Pan American piece. For the sake of clearness he limits the counts of his indictment to five:

1. It is unilateral.
2. It proved inefficient.
3. It was perverted.
4. It is unpopular.
5. It has become outmoded.

The author in addition to being Minister Plenipotentiary, Counselor of the Mexican Embassy in Washington (and now appointed Mexican Minister to the U. S. S. R.) also taught Western Hemisphere politics at George Washington University, and I can attest from the students in my course on international law that he must have deeply impressed his audience with the nefariousness of the Monroe Doctrine. But that belongs to the dear

dead days, we hope, beyond recall, for now a new dawn of Pan Americanism has arisen with the advent of the Roosevelt administration and the Good Neighbor Policy so successfully inaugurated by Mr. Hull at the Montevideo 1933 conference.

The following paragraph succinctly summarizes the author's thesis:

"Yet, idealistic as Bolívar's concept of Pan Americanism may have appeared in his time, it is today much nearer to us than Monroe's. By one of those paradoxes of history, Bolívar has become the realist. Practical as the Monroe Doctrine was at the time of its promulgation, the course of relations between the nations of North and South America has demonstrated that we have outgrown its obvious limitations. Under the leadership of Franklin D. Roosevelt, Pan Americanism is swiftly moving along lines traced by Bolívar and *not* by Monroe. A permanent international order, established on mutual obligations, was the essence of the great Liberator's prophetic vision. Monroe's plan, on the other hand, was concerned only with the security of the United States; that security, not unrealistically, resting upon its unchallenged supremacy over the Western Hemisphere. Contemporary Pan Americanism is becoming more and more a joint enterprise, seeking in a way to bring about the broad objectives of Monroe's policy with the realization

that Monroe's implied isolationism is not adequate any more to meet the Axis threat to inter-American relations."

This is a good book, written by an understanding good neighbor. It is frank without being cynical, hopeful without being saccharine and far, far removed from what the author delightfully calls "Blah-Blah Pan Americanism." Read the book. You won't regret it and as a result we will probably be able to number *you* among the new "Good Americans."

FRANCIS COLT
DE WOLF.

YOU MIGHT LIKE:

THE POCKET HISTORY OF THE UNITED STATES, by Allan Nevins and Henry Steele Commager. Pocket Books, Inc., New York, 1942. 502 pp. \$.25.

Here is a new history of the United States—and a darn good one—by two well-known historians, which you can have for the price of a cigar, unless you are snooty and want the Little, Brown & Company edition published at the same time under the title "America, The Story of a Free People."

GUADALCANAL DIARY, by Richard Tregaskis. Random House, New York, 1943. 263 pp. \$2.50.

A strikingly vivid account, in Defoe-like English, of the American action in the Solomons. One of the two February Book-of-the-Month's selections.

THE RUSSIANS, by Albert Rhys Williams. Harcourt, Brace and Company, New York, 1943. 239 pp., \$2.00.

Russia—its people and its system of government—has long been a source of curiosity and speculation to reasoning Americans, and recent events have heightened their interest. Albert Rhys Williams, who has many years' experience to qualify him as an expert, is an emphatic exponent of the Russia that has evolved since the Revolution and definitely places the stamp of approval upon the people, both individually and collectively, and their government. Bearing this in mind, his anecdotes and analysis of the leaders and peasants, their customs, aims and achievements, make this an easily digestible, keenly absorbing volume.

The U.S.S.R.—Union of Soviet Socialist Republics—is an alliance of sixteen republics, each controlling its own affairs, with its capital in Moscow. It has undertaken the enormous task of coordinating the 189 races of peoples in this immense country and of developing them to their fullest extent in the shortest possible time. According to the writer, this undertaking—temporarily halted by the war—is well on the way to fulfillment.

In explaining the Russian will to fight, the author lists the following attainments made by the people through the Revolution: The 250,000 farms equipped with modern machinery and power (under the Tsars the work was done by hands), in which all members share; the practical disappearance of all racial antagonism; an economic program creating an increasing demand for technicians, foremen, engineers, chemists, architects, teachers, journalists, and physicians; an extensive system of schools; the complete emancipation of women, making them equal with men, and establishing nurseries and kindergartens; the practical elimination of cholera, typhus, and smallpox; abolition of unemployment with the right of every citizen to work, education and leisure written into the constitution; insurance against accident, illness and old age; elimination of crises and depressions by striking a balance between production and consumption; and a system of planning, working toward an ordered development of national resources.

In addition to expounding the above points, Mr. Williams in later chapters portrays Stalin as a man and as Commander-in-chief; describes the growth of industry and its removal eastward; explains the function of the press and radio; details the relationship between church and state; defines the organization and operation of the Communist party; and assures that Russia, under its present leaders, has no desire for world revolution but is intent only

upon the development of its people and resources within its own borders.

When the war ends, Russia—like other countries—will be primarily concerned with rebuilding itself. Secondly she will likely seek “access on equal terms to trade and raw materials” as guaranteed in the Atlantic Charter. Thirdly, she must provide for security against future aggression, which will involve a settling of the question of boundaries.

The author finds many resemblances between Russia and America, not only in history, geography and industry but in character and the democratic spirit of their people. These similarities, in conjunction with the current growth of mutual good will and collaboration, will serve after the war, he believes, in uniting the two countries in the common task of reconstruction.

F. C. SPENCER

STRATEGY AT SINGAPORE, by Eugene H. Miller. Macmillan, New York, 1942. 138 pages. \$2.50.

Eugene H. Miller, born in 1912, studied at Ursinus College, then at Clark University where in connection with his doctorate he did a thesis on the history of the Singapore naval base as a political issue. The present volume is the product of that material, to which has been added as a concluding chapter brief comment on Singapore's fall.

The book is a good account of opinion and political vacillations over Singapore. It is not a work on the campaign, its lessons, or the future prospects for outlying naval bases.

CABOT COVILLE.

BEHIND THE JAPANESE MASK, by Jesse F. Steiner, The Macmillan Company, New York; 1943. 156 and Index 157-159 pp. \$2.00.

“Behind The Japanese Mask,” is a clear, simple exposition of the Japanese way of life. It may seem too simple for Foreign Service officers who have seen service in Japan, or to students of Japanese affairs. But to the ordinary American with an “abysmal ignorance of the history of Japan and of the factors that have entered into the building of this nation,” the book will be welcomed for that very clearness and simplicity.

Dr. Steiner explains the “why” of many of the Japanese traits we have been familiar with, and possibly laughed at: The mask-like face; the over-

(Continued on page 199)

Decentralized Export Control

By FREDERICK T. MERRILL, *Department of State*

THE realization that virtually no surpluses of civilian commodities and materials remain in either this country or among other countries of the United Nations has brought about a closer coordination between procurement problems and imports on the one hand and essential requirements needs and exports on the other. In fact, the basic problem is fast becoming one of the best and most equitable distribution of the available supply of civilian commodities in the non-Axis world. With shipping facilities the key factor, strenuous efforts are now being directed to move any surplus goods and materials which exist in one country to those countries which are in need or which can best utilize them in the prosecution of the war, whether from the point of view of increased production of other commodities needed for war or for the purpose of maintaining a minimum wartime economy to support the peoples who are enemies or may be enemies of the Axis powers, and who may occupy areas of military importance. The limitations on production of all goods and materials, including foods, caused both by the shifting of manpower into the armed forces and by the scarcity of raw materials have contributed to the belief that distribution of this dwindling production now remains one of the most important economic factors in the successful prosecution of the war.

The means of approaching such an optimum international distribution are already at hand. The international allocation of the world's non-Axis resources is a function of existing Anglo-American Boards and the implementation of such allocation determinations is accomplished by government controls over imports and exports, primarily those exercised by Great Britain and the United States.

Among the more important innovations in wartime economic controls have been the cooperative arrangements recently concluded with each of the other American republics whereby certain export control functions are to be lodged in the importing countries. In general, this decentralization of United States export control and the participation of our missions in the review of all requests for materials to be supplied by the United States will bring about a closer collaboration between the governmental agencies concerned with regulating the flow of essential commodities in short supply. Moreover, it is possible that such international arrangements will establish a pattern which may have a

bearing on the distribution of vital materials after the war. The progress of decentralized export control will therefore be watched with interest by all postwar economic planners who are concerned with the implementation of Article Four of the Atlantic Charter.

In the summer of 1942, it became evident that limitations on United States stocks of raw materials and manufacturing capacity and the paucity of available shipping would further contract the volume of exports of goods for civilian use, thereby making it increasingly difficult to assist in the maintenance of the essential economies of our friendly neighbors. The selection of cargo and the certification of necessity by the importing countries became the primary means for narrowing the flow of exports to essentials.

The need for governmental certification of the essentiality of imports grew out of the Rio Conference. Since the United States had agreed to set aside certain stated amounts of critical materials for the other American republics, it seemed desirable for these countries to control distribution in order to insure that such materials were used only for essential purposes and in order to prevent hoarding and speculation. The issuance of a Certificate of Necessity was instituted by governmental agencies to indicate to American export control authorities the importing country's recommendation for license approval and distribution.

All such recommendations, however, could not be accepted. The proposed end use of the material was often incompatible with the limitations on such uses in this country. Moreover, the numbers of certificates actually issued could not be coordinated with the amounts of materials later allocated by the War Production Board. The pressure became so great that certificates had often to be rejected without prior notification to the foreign government and license applications unaccompanied by certificates had often to be approved for allocated materials because of the needs of certain war projects and industries producing strategic materials in which this country had an interest. These difficulties combined to bring about a feeling that the United States was in fact controlling the ultimate distribution of scarce commodities within the other American republics and was thus contravening their sovereign rights.

The critical shipping situation further complicated the efforts to direct a sufficient stream of essential

commodities to the Good Neighborhood. Non-essential materials and luxury goods paying high freight rates frequently occupied south-bound cargo space to the exclusion of low profit industrial commodities vital to the economies of some countries. The heterogeneous flow of materials, composed of a miscellany of orders placed by foreign importers without regard for essentiality, was restrained only by the export licensing mechanism of the Office of Exports.

As shipping facilities contracted, the foreign governments were given the opportunity of selecting import cargoes within a range of estimated shipping availabilities, and the necessary shipping control procedures were established in Washington. However, since importers in the foreign countries and exporters here continued to initiate and encourage export shipments of any nature and put into production goods, which, after having been licensed and made ready for shipment, could not be exported due to the fact that the Government of the importing country did not wish to afford such goods priority of shipping space, manufacturing capacity and warehouse facilities were being wasted. As such problems arose—and there were many others equally disturbing—it appeared that a coordination of export licensing and shipping availabilities was necessary and that this coordination should logically take place before the initiation of an importation. Primary control should therefore operate within the foreign country, where the approval of both the exporting and importing country could be obtained simultaneously.

The feasibility of this idea gradually became apparent and agreement was reached regarding the theory of decentralization. The decentralization program was started in Brazil and has since been extended to all the other American republics, to become effective in most instances beginning April 1, 1943.

Briefly, the decentralization plan contemplates that each foreign government will establish an import agency which will receive applications from the country's importers. The Board of Economic Warfare through the Department will inform each Import Agency regarding the quantities of critical material which it is estimated can be supplied from the United States during a stated period. The Import Agency of the foreign government, in turn, will establish a list of all articles and materials which are importable, including unallocated materials as well as those of a more critical nature. The Import Agency, in collaboration with our mission, will determine whether or not an import application should be approved. The approval when received by the foreign importer will be forwarded to his United States supplier, who, in turn, will attach to the export

license application the approval, which in fact constitutes a recommendation to the Board of Economic Warfare. Copies of the recommendation will have previously been sent direct through the Department to the Office of Exports of the Board of Economic Warfare. It is hoped that eventually the sum total of all such recommendations when presented to the War Production Board will constitute a screened and approved import program for each country. Such a procedure should, after a time, make unnecessary the justification of export programs before the War Production Board, which justification is now based on the requirements reports submitted by the missions in the field. A copy of the recommendation with the action indicated thereon will be returned by our mission to the Import Agency so that a complete record can be maintained of the entire transaction from its initiation in the country of import to the granting of a license to export in the country of supply.

The lodging of certain phases of export control in the importing country will bring together the first and last operations in the procurement of critical materials from the United States. The first operation, the establishment of a valid requirement, must necessarily take place in the foreign country. The issuance of the export license to meet this requirement and the assignment of cargo space must, of course, occur in the country of export. However, the preliminary agreement of the United States export control authorities to the essential requirement in the very first instance obviates any detailed review of the supply request in the United States. Once the request has been approved by our mission as necessary to the importing country's economy and the foreign government itself has agreed to its importation within the limits of shipping space available, the procurement of the goods in question should pass through the Washington agencies responsible for the conservation of materials, war production and shipping virtually unchallenged.

The normal channels of trade are also maintained, for the contract between the importer and exporter follows directly after the import request has been approved, while succeeding steps between exporter and supplier in this country are regulated only to the extent that domestic consumers are controlled in the procurement of the commodity in question.

Under the operation of the decentralization plan American authorities will have a better opportunity to observe at first hand the impact of the war on the economy of the Good Neighborhood. As stocks disappear and the importation of goods inevitably decreases, economic dislocations are bound to occur. The state of the domestic economy of every American republic obviously has a profound bearing on

(Continued on page 207)

Uniform Insignia -



• GUNNER'S MATE



• TORPEDOMAN



• TURRET CAPTAIN



• FIRE CONTROLMAN



• SIGNALMAN



RAIOMAN



• QUARTERMASTER



• BOATSWAIN'S MATE
COXSWAIN



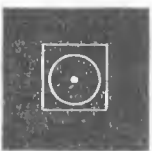
MASTER OIVER



OIVER FIRST CLASS



EXPERT RIFLEMAN



SHARP SHOOTER



OFFICER'S STEWARD
OFFICER'S COOK
THIRO CLASS



SEAMAN GUNNER



PARACHUTE MAN



GUN POINTER
SECONO CLASS



GUN POINTER
FIRST CLASS

* INOICATES
SEAMAN
BRANCH



AVIATION MACHINIST'S MATE



AVIATION ORONANCEMAN



AVIATION UTILITY



WARRANT
OFFICER



CHIEF WARRANT
OFFICER



ENSIGN



LIEUTENANT
JUNIOR GRADE



LIEUTENANT



LIEUTENANT
COMMANDER

OFFICERS' CORPS DISTINGUISHING INSIGNIA



LINE



BOATSWAIN



ELECTRICIAN



MACHINIST



DENTAL



GUNNER



ROOM

CHIEF PETTY PETTY

The rating badges, and specialty mark, of officers first, second and third class are worn on the sleeve midway between the stripes of the seaman's uniform. The rating badge is worn on the right arm, other petty officers on the left arm.

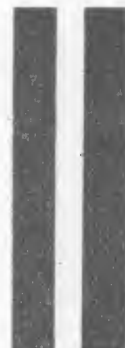
COMMISSIONED AND WARRANT OFFICERS

The rank of an officer is indicated by the number and width of stripes on his sleeve and shoulder marks. In addition to the insignia of rank, officers of the several corps and warrant officers wear corps devices one quarter inch above the stripes.

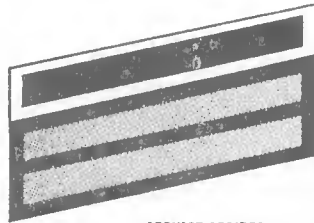
TORPEOMAN THIRO CLASS



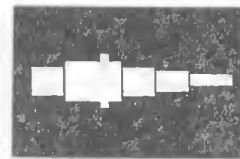
TORPEOMAN SECONO CLASS



SEAMAN
BRANCH
(NON-RATE)



SERVICE STRIPES
ONE FOR EACH 4 YEARS SERVICE

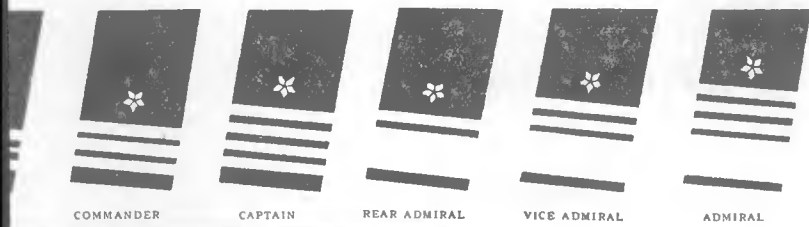


GUN CAPTAIN

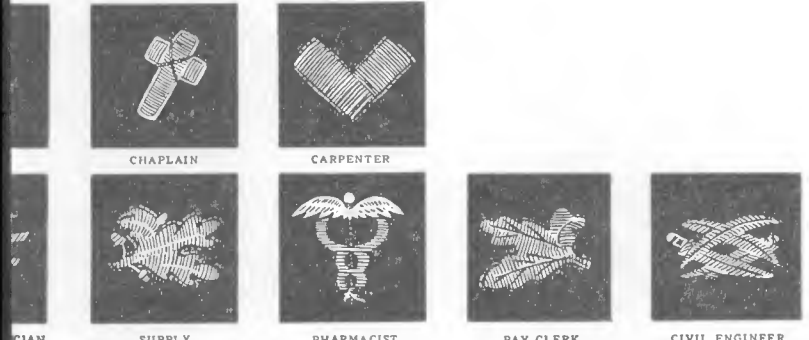


SUBMARINE

United States Navy.



COMMANDER CAPTAIN REAR ADMIRAL VICE ADMIRAL ADMIRAL



CHAPLAIN CARPENTER SUPPLY PHARMACIST PAY CLERK CIVIL ENGINEER

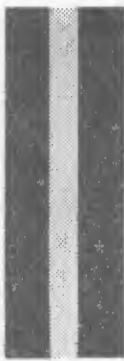
OFFICERS AND PETTY OFFICERS

Ranking of eagle, chevrons, and rating badges are worn on the collar and elbow. Petty officers wear rating badges on their sleeves and petty officers wear them on the

SEAMEN, FIREMEN, MESSMEN

The branch and class of a non-rated man is indicated by his sleeve and cuff markings. Men of the seaman branch wear on the right shoulder seam, a white braid on blue clothing and a blue braid on white clothing. Engineer's force wear on left shoulder seam a red braid on both blue and white clothing. Messmen wear no branch mark.

TORPEDOMAN FIRST CLASS CHIEF TORPEDOMAN



ENGINEERING BRANCH (NON-RATED)



EX-APPRENTICE



SERVICE STRIPES—GOLD AFTER 12 YEARS SERVICE WITH GOOD CONDUCT



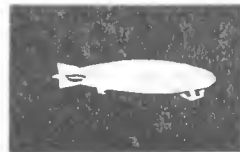
PETTY OFFICER



AVIATION METALSMITH



AEROGRAPHER



BLIMP AIRSHIP SERVICE



PRINTER



ELECTRICIAN'S MATE



PAINTER CARPENTER'S MATE PATTERNMAKER



COOK BAKER



BUGLER



PHOTOGRAPHER



BOMBSIGHT MECHANIC



NAVY 'E' EFFICIENCY IN GUNNERY



MACHINIST'S MATE WATER TENDER BOILERMAKER



SHIPFITTER MOLDER METALSMITH



YEOMAN



CHIEF COMMISSARY STEWARD



MUSICIAN BANDMASTER



STOREKEEPER



PHARMACIST'S MATE HOSPITAL APPRENTICE



NAVY 'E' EFFICIENCY IN ENGINEERING



MASTER HORIZONTAL BOMBER

I Hire a Marmiton

By LAURENCE W. TAYLOR, *Consul, Brazzaville*

I DID not want a marmiton. I had hired four smiling black faces at wages slightly higher than those recommended by the Administration and it seemed to me that they should be able to look after me in a manner to which I had never been accustomed. It seemed to me that the addition of a marmiton would be an exaggeration.

I had already learned the functions of a marmiton. He was the ragged urchin who ran the errands, washed the dishes, cleaned and scrubbed and did all the mean jobs nobody else wanted to do. He got all the blame, took all the scolding and had his pay taken from him at the end of the month.

"But, Monsieur le Consul," my head boy argued, "a marmiton does not cost much."

That was not the question. I did not begrudge the additional dollar and a half per month on my household payroll. I simply considered that four "boys" should be sufficient. It was a matter of principle.

But the question was not settled, and in a few days my head boy continued with:

"Monsieur le Consul is a very important man and this is a great house. The staff is not complete without a marmiton."

I assured him that whatever prestige I might have was due to the country I represented and did not depend on the presence or non-presence of a marmiton. I could not bring myself to admit that my neighbors who had so heartily welcomed me would turn against me on learning that I had no marmiton.

Undaunted by my obstinacy, a few days later the subject revived with:

"The British Consul General has a marmiton." "He also has a wife," I parried. Of course there was more work where there was a family.

It is always sad to have breakages in a place where supplies have to run the submarine blockade and replacements are all but unobtainable. We all felt badly to review the broken pieces of an irreplaceable wine glass which had been broken at the dinner party the night before.

"If there was a marmiton he could wash the dishes more carefully while we serve at table."

In view of the results, the argument was well-founded. I decided to give the matter further consideration at the beginning of the next month.

Pay-day came and my four boys, or were there five? lined up for their wages. "Who is this half-naked lad?" I asked, pointing to number five, verified by a recount.

"He is the marmiton," was the bland reply.

"But I did not hire a marmiton."

"No, but of course Monsieur le Consul intended to hire one, so I have been training this one."

"I will not pay him," I replied. "I did not hire him and I am under no obligation."

"It is difficult to work all month and receive no pay."

"I did not ask him to work for me."

"But he did work, Monsieur. And besides he has a mother . . ."

I hired a marmiton.



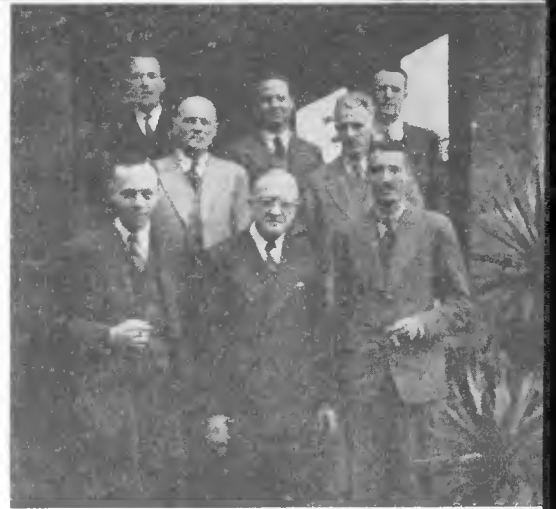
Drawing by Dorothy Estes

Ralph Miller writes that he doesn't know how the editors stand with regard to elephants and he doesn't want to give the impression that life in Mombasa is one continual round of frivolity, but he thinks that if Coert du Bois can make the JOURNAL with every fish he allegedly catches, he, Miller, should be allowed one elephant.

The war has not put a stop to elephant hunting in East Africa; in fact, it has stimulated it, since the elephant who tramples down the corn must be exterminated if the native is to continue to get his daily ration of two pounds of "posho" and the officials concerned are not averse to mixing sport with their duties.

The members of the staff of the Mombasa Consulate participated in the Christmas Day Hunt at Voi as guests of the Honorary Game Warden and were in at the kill.

The animal in the picture provided two hundred pounds of ivory for export and five tons of Christmas dinner for the entire native population of the district. The elephant's tail (being used as a fan) is equivalent to the fox's brush as a trophy. It was awarded to Vice Consul White (now generally known as White Hunter White).



SERVICE GLIMPSSES

At the Embassy luncheon in Chungking in honor of Messrs. Hart and Service who were leaving the next day (Mr. Hart for Wellington and Mr. Service on home leave).

Left to right, front row: Mr. Hart, Ambassador Johnson, Mr. Service. 2nd row: Messrs. Streeper and Vincent; 3d row: Messrs. Davis, Clubb and Sprouse. Photo courtesy Robert Rutherford.

Left: Harold Shantz at Lagos occasionally gets into the bush to see his friends. Photo by G. Lewis Jones.

Below: Josephine (Mrs. Merlin E.) Smith and Pee-wee, taken in Monterrey.



Victory Fair

By NORMA F. McENELLY*

AN outstanding event, a United Nations Victory Fair, took place in Tampico, Mexico, on December 19th and 20th of 1942. The idea of the Fair, which had for its primary object a closer cooperation in the war efforts of the residents of Tampico, originated with Mrs. Louise Smith, wife of Lt. H. Gilbert Smith, Naval Liaison Officer in Tampico. Preparations began in the latter part of September with a meeting of leading American citizens in the office of the Consulate, following discussions at which prominent Mexican citizens and representatives of other allied nations were present. The idea was received with much enthusiasm. It was decided to hold the Fair at Christmas time, and that the proceeds be distributed in the proportion of 50% to the local chapter of the Mexican Red Cross, 25% to the local charities, and 25% to the alleviation of suffering among the civilian populations of the allied nations.

Don Blas E. Rodriguez, a prominent lawyer of Tampico, was selected to serve as President of the Executive Committee and Mrs. Smith as Executive Secretary. Sub-committees were formed to take charge of the various branches of activity. From

the start the propaganda committee began its work with highly successful results. "El Mundo," Tampico's leading daily newspaper, carried frequent front-page articles on the Fair, and various social events took place which brought American and Mexican citizens together in friendly spirit. In the homes, in shops and markets, on the streets and in cafés, the "Feria de la Victoria" was of primary interest and discussion for many weeks. The President of Mexico accepted the invitation to be Honorary President. Designated as sponsors were the Mexican Secretary of State, the Bishop of Tamaulipas, the General Commanding the 8th Military Zone, which includes Tampico, and the Governor of the State of Tamaulipas. The Municipal President of the city for the Fair grounds, and the Petroleos Mexicanos, the subsidiary of the Mexican Government operating the petroleum industry, furnished the lumber and erected the booths free of charge. The plans of the booths and the supervision of their construction were undertaken by an American concern, the Mexican Gulf Oil Company, but the work of furnishing and conducting them devolved on all —Mexicans and Americans and citizens of the other

*Wife of Consul Thomas McEnelly.



Ambassador Messersmith delivering a radio address on December 20, 1942, at the *Feria de la Victoria* at Tampico, Mexico.

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allied nations. The four sides of the big plaza were lined with booths containing games, lotteries, food, toys, handwork, etc. Weeks of labor were expended on the American section. Daily in their homes and in the office of the "Feria" American women prepared food-stuffs and sewed, knitted, embroidered and crocheted the many attractive articles which sold rapidly from the moment the booths were opened.

The American Ambassador, Mr. George S. Messersmith, and Mrs. Messersmith came with a party from Mexico City especially for the occasion. The Chinese Minister and the Mexican Secretary of Agriculture, Marte R. Gómecz, as representative of the President, were other prominent visitors at the "Feria." A reception by the American Colony was given to the Ambassador and Mrs. Messersmith at the Tampico Country Club on the evening of their arrival. The Ambassador had been asked to say a few words to the people of the colony. His talk was short but impressive and showed a deep understanding of American and Mexican relations. On the morning of December 20th a broadcast in Spanish was made by the Ambassador from the balcony of the Municipal building. Warm applause was given the speech by the many people who gathered in the plaza to hear it.

The most colorful feature of the Fair was the coronation of the Queen, Señorita Esther Gomez Lemus, the attractive young daughter of the Mayor-elect of Tampico, Dr. J. Gomez Sariol. The Coronation took place on the evening of the opening of the Fair on a large stage constructed on the wide stone steps of the Municipal palace. Thirty-three comely young señoritas took part in this colorful pageant, each dressed in costume and bearing the flag of the nation she represented. Careful training and direction beforehand was given in preparation for this delightful tableau, which was the highlight of the "Feria."

The most remunerative project of the "Feria" was the election of the Queen. Four candidates were in the field, and each vote for a candidate cost twenty centavos. Over 70,000 pesos were realized by that competition. The proceeds of the entire Fair amounted to 140,000 pesos, of which 131,000 were net profit. But the beneficial effects of the Fair cannot be measured in terms of money raised; it not only brought Americans and Tampico residents of other allied nations in closer contact with the Mexican people, but also had a beneficial influence on the Mexican people themselves by bringing together in a common effort conflicting groups in the population and a keener realization among them that Mexico, too, is actually engaged in the war as an ally of the United States and the other nations

fighting to preserve their ideals of liberty and justice.

The success of the Fair was so pronounced in every way, the idea might well be considered by other American communities in Latin America and by patriotic organizations in the United States. If the idea were given wide publicity, Victory Fairs might be held in many cities and towns of our country and the proceeds destined for the relief funds of our soldiers, sailors and airmen.

THE BOOKSHELF

(Continued from page 189)

whelming politeness alongside unbelievable rudeness; the use of honorifics; the stoicism in face of pain and death. He makes all these things seem more reasonable and the Japanese more human. He neither rants against the Japanese, nor condones their faults. Rather, in an extremely impersonal and analytical manner, he shows their failings and their virtues.

Westerners who scoff at Japanese dishonesty and hypocrisy will find little to be proud of in the account of our early treaty relations with Japan, when, because of superior strength, the nations of the West forced unfair treaties upon a weaker nation, until in self-defense the Japanese leaders in turn built a strong country and compelled a readjustment of the treaties.

This book is recommended for people, who, like the reviewer, have been well-grounded in the history of western civilization but to whom "Japan's past is a closed book." They may be sure that the ordinary Japanese man in the street will appear at the finish more of a human being and less of a "monkey man" shooting and gibbering at our soldiers from palm trees on tropical isles.

H. G. KELLY.

HOW TO LIVE IN THE TROPICS, by Virginia Lloyd Hunt, Harcourt, Brace and Company, 1942, 178 pp. \$2.00.

Mrs. Hunt has done an interesting and definitely valuable piece of work in this little volume. It may well be a rather novel presentation of the tropics to many Americans, though it is a familiar sort of manual to nationals of other countries with extensive interests around the center of the earth. The advance which this book makes over its predecessors is that it treats the social and psychological aspects of tropical life, as well as the more purely physical rules. In all three phases the coverage is complete

APRIL, 1943



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199

on what to do if you would find tropical life pleasant and what not to do if you would avoid making it an unadulterated misery.

The tropics have been the subject of more bionomic controversy than any other region of the globe, except perhaps the polar. The literature on whether the area is susceptible to successful and permanent living by white men is extensive and distinguished on both sides and the argument continues unabated, ranging from sheer quackery to highly technical treatises on the physiological effects of heat and humidity. The war, incidentally, because of the unprecedented dispersion of white troops throughout the world, should contribute valuable data to the subject.

Mrs. Hunt, by implication, continually reverts to one of the most fundamental phases of the whole controversy, namely, that life in the tropics is different from life in the temperate zones and anyone who goes to the equator without keeping this fact in mind is courting disaster. Altogether too many people approach the area through the false and alluring haze of popular fiction, determined to make the most of moonlit romance a la Hollywood, by night, to pursue life as it is lived in central Illinois or Brooklyn by day and cope with suspicious swarthy characters in between. The results are sometimes lamentable; and while the fact is that life in the tropics is undoubtedly different, Mrs. Hunt is evidently one of those who believe that if it is adapted to the circumstances there is no reason why it cannot be lived on quite as pleasant a plane as in a chillier climate. Her thesis is amply substantiated by a host of white men who have approached a hot life on this basis and done it so well they prefer to remain that way. Anyone who has lived in the tropics has known natives who have shuddered at the prospect of an encounter with the wintry temperatures of North Dakota or, for that matter, the District of Columbia. It is a reaction shared by a large number of those born north of Cancer or south of Capricorn, among whom this reviewer must number himself. Perhaps the argument is nothing more than a matter of taste anyway. In any event, this book is recommended for those who are going south for the first time or who wish to argue the merits of doing so.

Those readers of the book who in recent years have lived in Venezuela will recognize the source of some of the material, as well as remember Mrs. Hunt and her husband with pleasure.

JOHN F. MELBY.

RESOURCES FOR VICTORY, by John E. Orchard, pp. 36. \$0.25.

FINANCING TOTAL WAR, by Robert Murray Haig, pp. 32. \$0.25

PSYCHOLOGY, THE THIRD DIMENSION OF WAR, by Carroll C. Pratt, pp. 29. \$0.25.

Columbia Home Front Warbooks, numbers 4, 5, and 6. New York, Columbia University Press, 1942.

These little pamphlets maintain the deserved standard of usefulness set by the earlier issues in the series. In distinctive and comprehensive fields of wartime knowledge necessary to intelligent citizenship, they offer brief, clear, correct, and readable statements.

The resources warbook, the author of which is professor of economic geography at Columbia University, begins with a salutary warning that the United States possesses no such overwhelming superiority in natural wealth as of itself to promise victory. The colossal demands of total war have outstripped both supply and the most expert estimates of needs. These extraordinary requirements may conceivably be met by accumulated stockpiles, importation, expansion of the facilities for production, discovery of new sources or substitutes, and curtailment of civilian consumption.

Unlike its enemies, the United States began building stockpiles too late. Materials on hand are very important, but insufficient. Large normal importation of many essential commodities is now hampered by shortage of shipping and territorial losses to the enemy. Additional output, whether through speeding up or through developing new sources, is in some cases possible, but often requires much time before there is much accomplishment. Similarly the time element bears heavily on the translation of notable laboratory work into usable amounts of synthetic silk or rubber. For the present, at least, the best hope is diversion of goods from ordinary civilian to war uses, a procedure eased by the large margin of comparative luxury which United States consumers have enjoyed.

A careful review of Axis and United States war resources leads to the conclusion that those of Germany and Japan are so complementary as to impel a gigantic bid for junction of forces through the conquest of southern Asia, but also that a proper realization of present perils and a complete mobilization of themselves and their resources for the single aim of overthrowing the Axis can bring eventual victory to the peoples of the United Nations.

The finance warbook, by the McVickar Professor of Political Economy, Columbia University, is particularly impressive in its clarity and soundness. It



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WITH those words, in 1936, Congress served notice that America was determined to establish her rightful place on the seven seas once again, carrying her own cargoes, in her own ships, manned by her own citizens.

Not since the days of the swift, tall-sailed Clippers had the United States maintained a merchant fleet worthy of its foreign trade. In 1936, the world's largest export nation, we rated eighth in modern merchant shipping!

But the new Merchant Marine Act of 1936, ably administered by the Maritime Commission, has thrown the full weight of American genius into the greatest shipping resurgence in history.

A long-range program, it calls for faster and more efficient ships with all safety precautions, comfortable quarters and congenial working conditions for the crews . . . the development of ship-building facilities, efficient operating companies and trade routes.

With war, the building program has grown fantastically. In 1942 and 1943 alone, we are building tonnage far greater than the entire pre-war British merchant marine!

American Export Lines is proud to help in the rebirth and maintenance of a real American merchant marine. For 20 years, to ports on the Mediterranean and Black Seas, and on the Indian Ocean, we have carried American machinery, autos, oil and agricultural products; bringing back hides, chrome and tobacco from the Balkans, cork and olive oil from Spain and Portugal, rubber, manganese, tea and jute from India and Burma.

Today, the number of our ships, their routes and cargoes, and the daily heroism of our crews are war-shrouded in secrecy. But in free ports, the speed, efficiency and time-table schedules of the American Export fleet are adding an important seagoing chapter to America's history.

American Export Lines



★ demonstrates that its subject is the necessary hand-in-glove of mobilizing the full and effective effort of total war. That war must be waged by current work and sacrifice. In no substantial sense can any part of the burden be passed on to future generations or retrieved from a defeated enemy. Methods of financing now may, however, affect the future distribution of future products and opportunities for shifting the incidence of the current burden causes dangerous squabbling among economic pressure groups. What, then, constitutes fairness in the distribution of the sacrifices of the god of war? Upon the answer to the question what may and should in this respect be accomplished by fiscal devices, rather than upon the merits of various types of loans and taxes, the attention of author and reader is focused.

The call upon each individual, in the extremity of total war, may be for his utmost rather than a share and in any event no one should be exempted from some share of sacrifice. But a progressive sharing, those having much sharing more and still more in proportion to what they have, is obviously imperative. Inflation must be prevented and can only be prevented if all private purchasing power in excess of the supply of goods (at previous prices) that can be spared for civilian uses, is taken by the government either as taxes or as loans so managed as to be non-inflationary. This means bigger, better, and more taxes.

The psychology warbook, the author of which is professor of that subject at Rutgers University, is both entertaining and enlightening in its treatment of the early beginning at the close of World War I and the subsequent tremendous development of the application of the science to military problems. The use of intelligence tests for scientific classification and placement has made very remarkable strides. It is in the field of propaganda, however, that the most exciting results of the "third dimension of war" occur. Under the influence of such leaders as the defeated Ludendorff and the theorist Blau, not to mention Hitler himself, German military strategy ruthlessly and systematically employs every conceivable device to strengthen morale at home and undermine it in the countries united against Germany. Starting with the dictum that President Wilson's speeches were a cunningly devised weapon of deception and that the invincible German army, unconquered by Foch's legions, was stabbed in the back by civilian breakdown at home, the modern propaganda machine has illustrated the diabolical extremities of a procedure which, when legitimately used, brings the effective presentation of ideas, is "the means by which a point of view can best be made acceptable."

WALLACE McCLURE

SIMPLE COLLOQUIAL PERSIAN, edited by C. L. Hawker. Longman's Green and Co., New York, 1942, 80 pp. \$1.30.

This is a pocket-size book designed for the traveler or sojourner in Iran who lacks the time or energy to study the Arabic script in which Persian is written. Although first published in the United States only recently, it has been tested by years of use by the British staff of the Anglo-Iranian Oil Company and is regarded as the standard work of its kind.

Everything is condensed to the utmost; in fact, a little more explanatory text might make things easier to follow, but there is enough material to meet the average need, and housewives should like the special vocabulary on foods and useful phrases for the domestic staff.

To keep the record straight, the country is Iran and the people are Iranians, but the language is correctly termed "Persian."

JOHN D. JERNEGAN

FOREIGN SERVICE RETIREMENTS

The following retirements from the American Foreign Service will become effective on the following dates:

May 1, 1943

Leo J. Keena—Minister
Louis H. Gourley—FSO, Class IV
Robert Frazer—Minister

June 1, 1943

Addison E. Southard—FSO, Class I

July 1, 1943

John Randolph—FSO, Class III

August 1, 1943

John Corrigan—FSO, Class IV

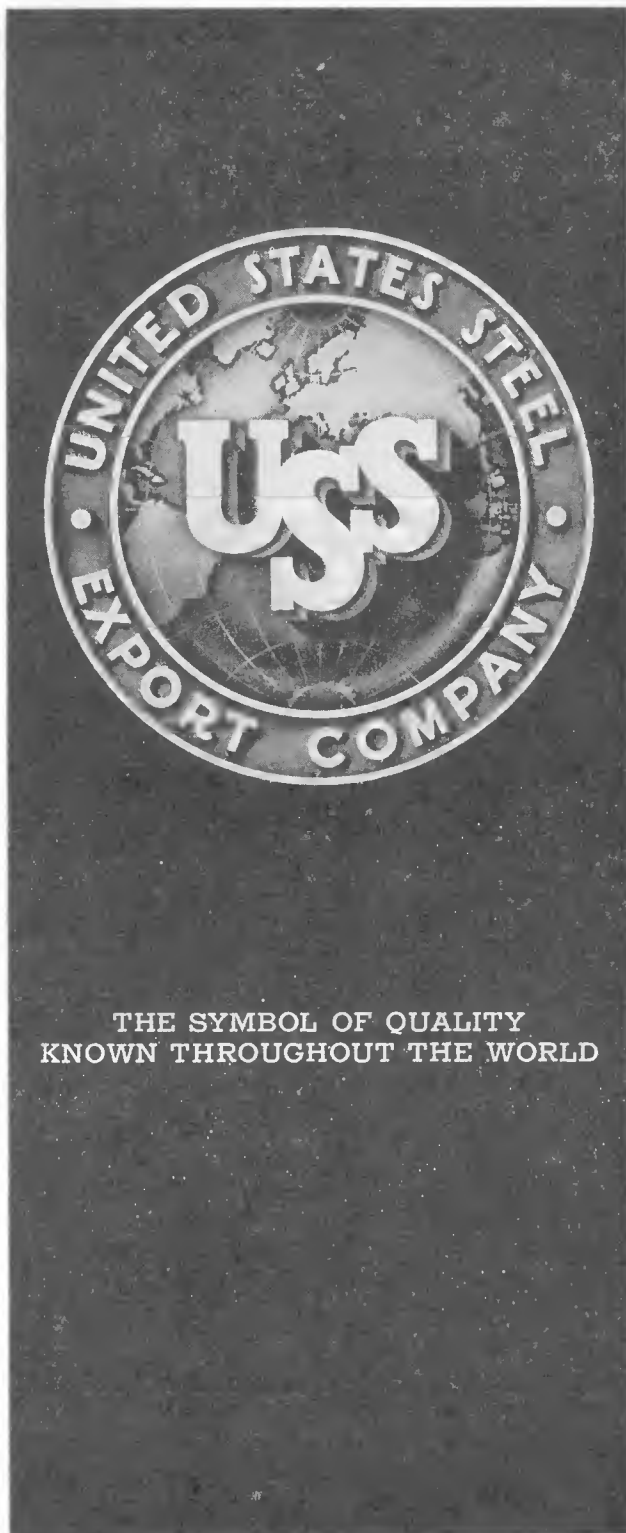
September 1, 1943

Reed Paige Clark—FSO, Class IV

November 1, 1943

Charles J. Pizar—FSO, Class IV

JOURNAL readers are requested not to expect the appearance of the JOURNAL promptly on the first of each month, a date we have attempted to meet in the past. Due to labor conditions in the printing industry, indulgence is requested if the JOURNAL appears later in the month.



THE SYMBOL OF QUALITY
KNOWN THROUGHOUT THE WORLD

Departmental Lapse

In reply refer to
DP

December 18, 1924.

Julius Herbert Tuttle, Esquire,
Librarian, Massachusetts Historical Society,
1154 Boylston Street,
Boston, Massachusetts.

SIR:

It is said of Republics that they are ungrateful. It has likewise been rumored of them that their official processes are mysterious and long drawn out. But that they are not in the end unworthy of the high hopes entertained of them, let this communication bear modest witness.

A few days ago it befell the undersigned, as Editor of the Department of State and custodian of an important section of its archives, to make certain investigations in a little frequented vault of the building which houses the premier Department of this Government. During the course of these investigations a certain dusty case was opened, which proved to contain a collection of objects too miscellaneous to be catalogued here. Among those objects, however, were discovered two maps antedating the Revolution. One was "a New Map of the Province of Quebec, according to the Royal Proclamation of the 17th of October, 1763, from the French Surveys connected with those made after the War, by Captain Carver, and other Officers, in His MAJESTY'S Service" (London, 1776). The other was "a Map of the British Empire in North America, by Samuel Dunn, Mathematician" (London, 1774). And on the back of each was found the following inscription:

"This map is the property of the Massachusetts Historical Society and is loaned to the United States on the express condition of being safely returned.

"Boston, Nov^r. 11, 1828—J. N. (?) Davis, Presd^t.
M.H.S.

James Bowdoin, Committee."

Sir, the United States cannot but regret that the members of the Massachusetts Historical Society have for ninety-six years been deprived of the study of these interesting and valuable specimens of the cartographer's art. Yet scarcely can the humble servant of the United States who now pens these lines find it in him to regret that it should remain for the day of Calvin Coolidge, of Massachusetts, to honor the terms of a loan made in that of John

Quincy Adams of Massachusetts. I therefore hasten—if a word word be not denied me which to the ear of a zealous curator might have perhaps a ring of irony—I hasten, sir, to return to you under separate cover, and through you to their rightful owner the Massachusetts Historical Society, with the compliments with the apologies, and with the hearty thanks of the Department of State of the United States of America, these two somewhat time-worn testimonials of a faith which after all has not been betrayed.

I am, Sir,

Your obedient servant,
For the Secretary of State:
HARRISON GRISWOLD DWIGHT,
Chief, Division of Publications.

Massachusetts Historical Society
Fenway, Boston

December 24, 1924.

Attention of
Mr. Harrison Griswold Dwight, Chief,
Division of Publications.

The Secretary of State.
Washington, D. C.
SIR:

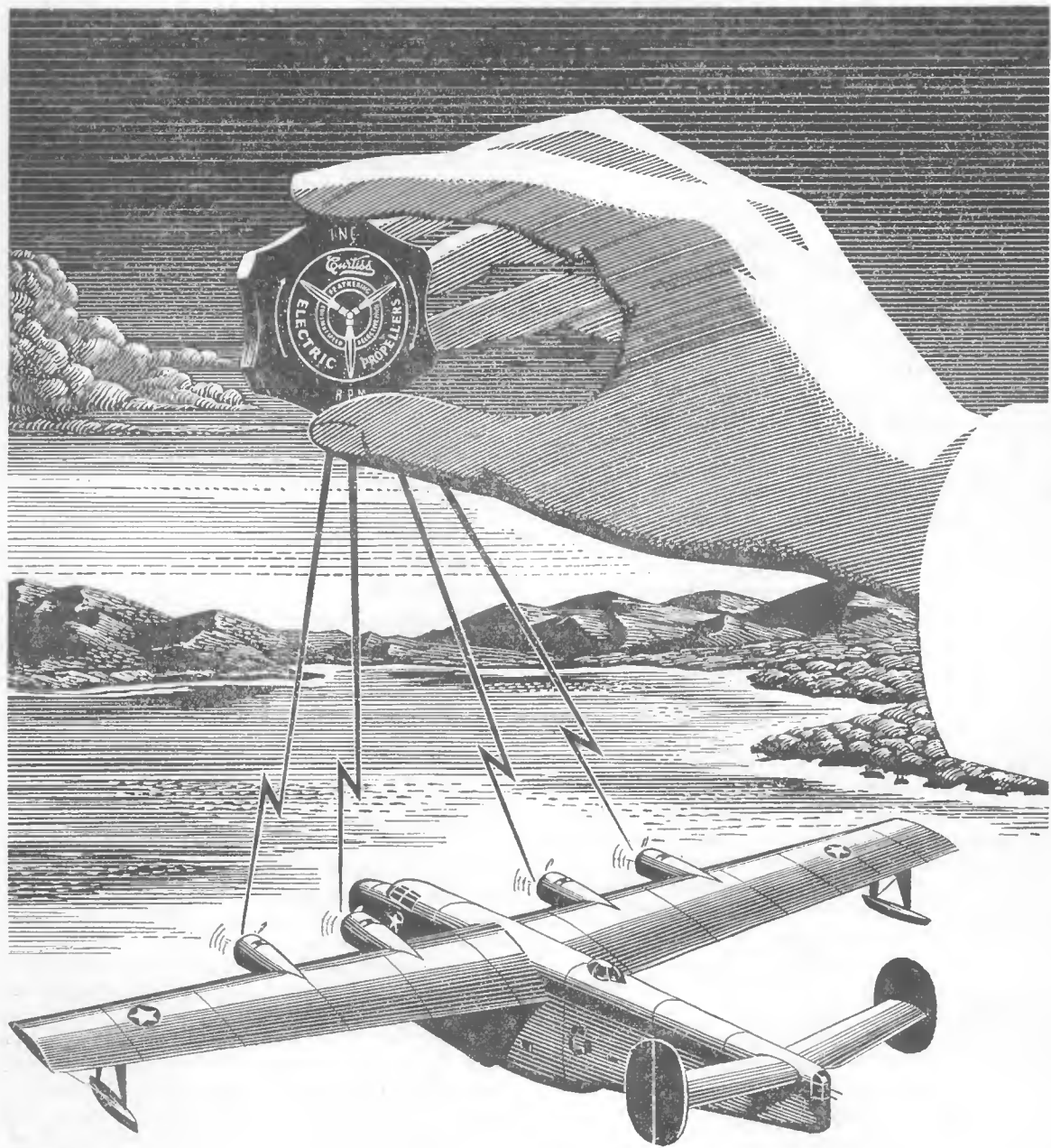
This Society returns grateful thanks for the two maps returned yesterday after a lapse of ninety-six years, having been borrowed in connection with the running of the line of the Northeast Boundary on November 11, 1828: one, a "New Map of the Province of Quebec, according to the Royal Proclamation of the 7th of October, 1763, from the French Surveys connected with those made after the War, by Captain Carver, and other Officers, in His MAJESTY'S Service" (London, 1776); the other, a "Map of the British Empire in North America, by Samuel Dunn, Mathematician" (London, 1774).

These two maps complete the return of the six then borrowed by the Government, with the exception of D. F. Sottzman's Map of Maine (Hamburgh, 1798), which I hope some day you may be able to find in some little-frequented part of your building. The Society very much appreciates the interest you have taken in the matter.

Very respectfully,
JULIUS H. TUTTLE,
Librarian.

(Continued on page 206)

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DEPARTMENTAL LAPSE

(Continued from page 204)

Department of State, Washington
In reply refer to
DP

January 19, 1925.

Jusius Herbert Tuttle, Esquire,
Librarian, Massachusetts Historical Society,
1154 Boylston Street,
Boston, Massachusetts.

SIR:

The Department is happy to be able to comply so quickly with your request for the return of the third map which was borrowed from the Massachusetts Historical Society in 1826. Last week it was uncovered in the same room where rested the two maps already returned.

It is the hope of the Department, now that the faith once reposed in it by the Massachusetts Historical Society is vindicated, that it would not be considered an unwarranted presumption if in the future under stress of similar pressing need the Department should ask to borrow something else.

I am, Sir,

Your obedient servant,
For the Secretary of State:
TYLER DENNETT,
Chief, Division of Publications.

December 20, 1924.

MY DEAR MR. PRESIDENT:

You may be interested in giving a glance at the enclosed letter written by the Chief of the Division of Publications in the Department of State and containing appropriate apologies to the Massachusetts Historical Society. We have all learned to have faith in Massachusetts but it is important that Massachusetts should have faith in the United States. This acknowledgment may aid her in this effort.

Faithfully yours,
CHARLES E. HUGHES.

Enclosure.
The President,
The White House.

The White House
Washington

December 23, 1924.

MY DEAR MR. SECRETARY:

Your note of December 20th and accompanying papers bring me a reminder of that splendid fidelity for which our Department of State has always been

so distinguished. It is, however, even more impressive in its suggestion of the promptness and despatch with which the official duties of your eminent branch of the Government are so uniformly discharged.

In view of the record achieved by the State Department in returning these maps, after a lapse of only ninety-six years, I am moved to make a special appeal to you, as one obviously expert in the facilitation of public business, for suggestions in regard to another matter. You will recall that in the Annual Message to Congress, I ventured the suggestion that the French Spoliation Claims might properly receive the attention of the Congress. These claims have been awaiting final settlement for now considerably more than a century, and the recent acceleration of performance which your Department has so impressively achieved, leads me to the hope that you may be able to suggest some procedure by which, within say the next two or three centuries, it might be possible to secure a final adjustment of them.

Awaiting with the utmost interest any constructive proposals which you may wish to advance, I am

Most sincerely yours,

CALVIN COOLIDGE.

Hon. Charles E. Hughes,
The Secretary of State,
Washington, D. C.

December 26, 1924.

MY DEAR MR. PRESIDENT:

I am greatly pleased to receive your note of the twenty-third and to have your strong commendation of the work of the Department of State in clearing up its arrears and in being able after a lapse of only ninety-six years to effect the return of the maps to which I referred in my previous letter. I beg leave to point out that this extraordinary efficiency is doubtless largely due to the fact that the Department was unhampered by solicitations, interference or budgetary requirements.

In the case of the French Spoliation Claims, in which the Department of State is deeply interested, it is compelled to await the cooperation of Congress, and I fear that it may be necessary to allow, as you suggest, two or three centuries for their final adjustment. Possibly they could be taken up after the Isle of Pines Treaty has been approved.

Faithfully yours,

CHARLES E. HUGHES.

The President,
The White House.

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TIMELY facts of geography are essential in the planning of Allied war strategy. That is why the United States Army, Navy, and Marine Corps make intensive use of THE GEOGRAPHIC's vast storehouse of world knowledge. By contributing to this knowledge, you add still another phase to your own war work as a Foreign Service Officer. Liberal payment is made for accepted narratives and photographs that portray the vital aspects of life in countries you know from first-hand experience. Before writing a manuscript, please submit to the Editor a brief outline together with photographs.

GILBERT GROSVENOR, LITT.D., LL.D., EDITOR

THE NATIONAL GEOGRAPHIC MAGAZINE — WASHINGTON, D. C.

DECENTRALIZED EXPORT CONTROL

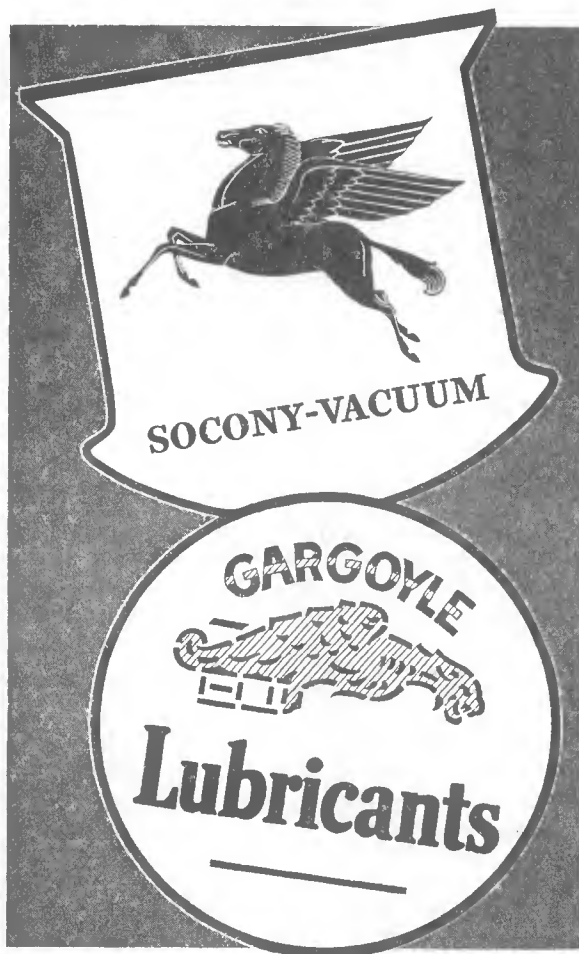
(Continued from page 191)

our foreign relations, and it is part of the Department's function to acquaint other Government agencies of situations abroad which may react against the best interests of the United States.

In areas outside the Western Hemisphere, the Department's increasing interest in civilian requirements and in the policy of exports is a logical result of the tightening of world supplies and shipping to the point where all foreign countries have become competitors for the limited supplies controlled by the United States. Moreover, the necessity of feeding and clothing destitute populations in liberated areas, and the problems of rehabilitation, which must progress from such relief measures to the stimulation of normal civilian trade relations, are all integral to our foreign relations. The Office of Foreign Relief and Rehabilitation, established under the ægis of the Department, and other governmental agencies are at present working out procedures for handling such questions. In this regard, the progress of decentralized export control in the other American republics may serve as a testing ground.

More than ever, economic studies and determinations in the field are assuming a vital importance in the distribution of the world's goods not subject to Axis control. Production possibilities are not unlimbited, as we have at one time or another comfortably assumed. Therefore, the equitable distribution of materials which remain in stock or which are now being produced is a most important function of our present international economic operations. Our field staff plays a leading part in this work, for it has become increasingly necessary to estimate to an ever closer degree the minimum essential needs of each friendly country, whether those needs are to be met from the United States or from another United Nation. The hoarding or accumulation of surpluses of goods in one country needed in other countries has a detrimental effect on the supply position of the United Nations in general. In conjunction with the procurement agencies of the Government, the Department must enter into negotiations with other countries to purchase such surplus commodities, and it must assist in their redistribution to the deficient nations by means of global allocations geared to minimum requirements. The Foreign Service will contribute greatly to the success of all such efforts.

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BIRTHS

VILLARD. A son, Harry Dimitri, was born on March 13 to Mr. and Mrs. Henry S. Villard. Mr. Villard is an Assistant Chief of the Near Eastern Division and Chairman of the Editorial Board of the JOURNAL.

IN MEMORIAM

GADE. Mrs. Mary Watts Gade, wife of Gerhard Gade, Second Secretary at San Salvador, died on March 9 in Baltimore.

LILLIESTROM. T. Leonard Lilliestrom, Vice Consul at Ciudad Juarez, died in Fort Bliss, Texas, on February 18.

PETERSON. Jerome B. Peterson, who once served as Consul at Puerto Cabello, died February 19.

NEWS FROM THE FIELD

(Continued from page 187)

Vice Consul Joseph Wagner, regaling the Wagners with droll stories about his internment in Japan, before proceeding to his new post at Colombo. Consul Roy Bower was here for a few days in December before entraining for the dusty journey across the Deccan plateau to take charge of the Consulate at Madras; he brought with him an American magazine only 15 days out of date! His predecessor, Consul John Ketcham, spent a few fleeting hours in Bombay late in December while en route to Karachi for the homeward flight.

Life in China these days is so spartan that some Foreign Service Officers there actually view India as the land of milk and honey. Third Secretary Boies C. Hart, Shungking, and Vice Consul Alfred T. Wellborn, Kunming, both enjoyed the fleshpots of Bombay for several days in July and November, respectively, while on leave, as did Clerks Waldo Ruess (Chungking) and Stanley McGary (Kunming) somewhat later in the year.

A rather unusual social occasion at Bombay in January was the American Cocktail Dance at the Taj Mahal Hotel on the 15th, where more than 500 Bombayites were entertained by the "jitterbug jive" of an American negro orchestra composed entirely of non-commissioned officers from the United States military base at Karachi.

RAY L. THURSTON

NORTHERN IRELAND

January 21, 1943

On January 6, 1943, Vice Consul John C. Fuess was married to Miss Frances Henry, Second Lieutenant in the Army Nurses' Corps. The wedding took place in the chapel of an army hospital near

THE AMERICAN FOREIGN SERVICE JOURNAL

Belfast. Consul General Buhrman was Best Man and Colonel Mark Green, Miss Henry's Commanding Officer, gave the bride away.

Miss Henry's home is in Manchester, New Hampshire. She was among the first American nurses to arrive in Northern Ireland.

Vice Consul Charles Gerrity assigned at Dublin has been temporarily stationed at Foynes in place of Vice Consul Willard Calder, who has been in London on sick leave.

On January 26th a celebration is being held to mark the first anniversary of the landing of American troops in Northern Ireland. A plaque commemorating the occasion will be dedicated by Major General Russell P. Hartle, and various units of the American forces will participate in a parade.

COLOMBIA

March 4, 1943

From the date of the last news story from Colombia the most important happenings may be summarized under the categories of vital statistics, departures and arrivals and entertainment.

Miss Barbara Bird, clerk in the Political Section, was married to Mr. Lawrence Pierce, a local American businessman, on September 1, 1942, in Union Church in Bogotá. Mr. Daniel V. Anderson, Second Secretary of Embassy, and Miss Joy Grubbs were married on November 21, 1942, at the same church. The receptions for both couples were held at the Embassy residence. Mr. Fernando Terrassa, Vice Consul at Cali, was married to Senorita Maria Teresa Borrero on January 3, 1943. The reception was held in the home of the bride's parents, and the couple left the following morning for a honeymoon in Panama. Miss Anita Reed, who has recently resigned as a clerk in the Administrative Office, and Mr. Charles Cabrera, an attorney for an American petroleum company in Bogotá, whose engagement was announced last fall, will be married on March 20, 1943.

On November 13, 1942, a son, Alfred Henry Lovell III, was born at Gorgas Hospital, Ancon, Canal Zone, to Third Secretary and Mrs. Alfred H. Lovell.

Messrs. Thor DeAtley and Mr. Edwin McCully have both been transferred to the Near East. Mr. DeAtley was originally assigned as clerk to Algiers but it is understood that this transfer has been changed to Istanbul, Turkey. Mr. McCully was assigned to Ankara and left the United States for Turkey early in November. Barry T. Benson, Second Secretary of Embassy, spent the months of January and February in the Department attending the school on Economic Warfare and has recently returned to Bogotá.



35 Trade "Embassies"

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Reception at Chihuahua, Mexico, tendered by Consul George Platt Waller to Major General Innis P. Swift, U.S.A., and Governor Chavez of the State of Chihuahua.

Left to right: Mexican General Zuinones, Governor Chavez, Major General Swift, Mexican General Guerrero and Consul Waller.

Mrs. Lane, Mrs. Warren and Mrs. Benson made an interesting trip down the Magdalena River to Barranquilla during February and spent a pleasant vacation on the Caribbean coast.

In the realm of official business it can be reported that many of the Consular Officers have made brief visits to Bogotá for consultation with various sections of the Embassy. Furthermore, Vice Consul Juan de Zengotita has closed the Consulate at Cucuta, Santander del Norte, and has opened a new Consular establishment at Bucaramanga, the seat of the Government of the Department of Santander del Sur. Vice Consul D. Chadwick Braggiotti recently closed the Consulate at Riohacha and has been assigned for duty at the Embassy. Junior Economic Analyst Klieforth has been assigned to Cali as Vice Consul and replaces Ralph W. Johns, Vice Consul who is now in Bogotá.

Among the many pleasant social events which have been carried out on a limited scale due to the war exigencies was the Christmas Day breakfast given by Ambassador and Mrs. Lane for the staffs of the Embassy and Board of Economic Warfare agencies in Bogotá, at which over 100 persons were in attendance.

JAMES S. TRIOLO

LAGOS

Vice Consul William L. Krieg and Miss Philinda Jones of Miami, Florida, and Orange, New Jersey, were married at the First Baptist Church, Lagos, Nigeria, British West Africa, on Saturday, February 6, 1943. John McSweeney, Vice Consul at Accra, Gold Coast, was best man. A wedding re-

ception followed under the mango trees in the garden of the Consul General's residence. The temperature was 92.8°F. and humidity 98.2.

The bride looked perfectly lovely and the groom wore a new suit, with trouser cuffs. Owing to the exigencies of the service, the wedding trip was limited to a day at Tarquah Bay, a South Atlantic holiday resort one mile from Lagos Island by canoe and just across the ocean from Georgetown, British Guiana.

The bride arrived at Lagos by ship on February 4 after a 45-day sea voyage from a North Atlantic east coast port, and any girl who could look as charming as she did after travelling six weeks through dangerous waters deserves a medal or a man like Bill Krieg. She reported, however, that the 6,528-mile sea voyage was easy compared to the 7,212 miles of red tape she went through before she could get passage.

Unfortunately it was not possible to make a wedding cake in Lagos, owing to the lack of powdered sugar, currants and whatnot, but the gallant Norse captain of the ship Miss Jones came on, ably assisted by the ship's cook, rushed into the breach and supplied an excellent cake. A last-minute catastrophe was narrowly averted when it was found impossible to remove the cake from the ship owing to lack of an import permit but a powerful American shipping organization swung into action and delivered the cake in time's nick.

After February 7 the bride and groom will be at home to friends at No. 4 Broad Street, Lagos, just over the American Consulate General.

H. S.

"FREEDOM OF THE AIR" IN THE AMERICAS

(Continued from page 179)

up the Western nations with the fighting fronts abroad, especially with Africa. This service is really a strategic part of the African campaign. Export Airlines, peace-time rival of Pan American for over-ocean traffic, operates across the North Atlantic under Navy contract. Atlantic air flights are at least double those of normal times.

With the restoration of normal life the future of such routes, if they are still necessary to peace-time requirements, becomes a matter of important consideration. Here is where the history and the example of aviation in the West may prove of value.

Partly due to war impetus, but also to geographical and other permanent factors, aircraft have a vital part in Latin American commerce. While the total mileage flown, again quoting Mr. Van Zandt, was only about one-quarter, in 1940, that flown by United States domestic lines, and passenger traffic one-sixth, Latin American services transported six and a half times the poundage of cargo as on domestic U. S. lines. Airline mileage in 13 of the 20 republics of the south exceeds railroad mileage.

Of course, there are special factors in Latin America's use of aviation; tropical jungles, swampy river basins, high mountains and deserts cut up the terrain. Not just between countries, but between whole areas of one country, as in Brazil, such natural obstacles can make a relatively short overland trip, as the crow flies, one of days or weeks, following the necessary route.

So, with characteristic logic, a great many people decided to send their goods, and if they traveled themselves, to follow the crow-flight route rather than the automobile, burro, or train, or even boat. The choice has made some startling changes in travel conceptions there. Travel time between the capitals of Latin American nations, which has sometimes been one to three weeks by old systems of the past, now is one to three days by air.

One 85-mile stretch between two Ecuadorean cities requires a five-day mule trip by land. An airline makes the flight three times weekly, and the journey takes 45 minutes. Also it is little, if any, more expensive than traveling by mule—hire for that animal is quoted at \$10, exclusive of meals and lodging on the way; the air trip costs \$12.00. Another journey requires four to six months by the older methods, involving canoe and raft trips. The airplane makes it in an hour and a half.

So the Latin American, figuratively at least, chooses the crow flight. So do our own people.

Americans at home are greatly concerned over the possibility that they may be entirely without tires for private cars if the war continues, and no effective synthetic rubber program is carried through. In passing it might be said that the current outlook is for a fair quantity of such rubber, but meanwhile, Washington is looking into various other possibilities. Brazilian resources now figure in the plans. And the officials figure on the airplane. That six-months' journey just mentioned is the distance, by old travel methods, between the town of Rio Branco, at one end of Brazilian rubber-producing Acre territory, and Cruzeiro do Sul, at the other.

This is a section of Brazil that holds great significance for the American motorist, even if he doesn't know it. From Acre and adjoining sections of Peru and Bolivia come the best grades of native rubber. The Rubber Reserve Corporation, a subsidiary governmental agency of the United States, naturally looks to the airplane to expedite rubber production in this difficult country.

The expansion of air facilities in this area may not be just a "war-baby" either. There is reason to believe that oil may be found there, in which case air connections would prove of permanent value, even if, by the return to more normal conditions, rubber from Brazil no longer was a vital matter. This last is not meant to suggest that perhaps the United States will drop its interest in Brazil's rubber when the present crisis is over. In fact, the future possibilities of air freight are such that no prophesies can safely be made about any such development.

Rubber from Brazil, or perhaps from other equally new sources, may be so useful and so accessible as to change the usual markets. At least no one can tell, as yet. Suppose there were sufficient cargo planes to carry coffee out of Brazil and Colombia today to the United States in practicable quantities. Remembering present rationing troubles in the United States, many people may be resolved that never again will they be dependent on any one transportation medium.

Here, then, are ten countries on the mainland of South America, of which one alone is bigger geographically than the United States of America. Here is an area, Latin America as a whole, that is altogether two and a half times the area of the United States of America. Here are many undeveloped natural resources that an industrial United States will need badly after the war. The United States is financing metal producing plants in several of the southern republics now, as a war measure. Plastics and other modern materials will be aided by South American raw materials.



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Thus, Latin American countries can be expected to wish to see air traffic unimpeded by artificial or arbitrary barriers after the war, as they see them now; and certainly the United States of America, with its own policy of friendship for those countries and its expanding commercial ties, will wish to see these services unhampered.

It may not seem pertinent to draw a parallel between air developments in Latin America, or between the Americas, and the possibilities in other parts of the world. The same conditions may not obtain, it can be argued. But, it may also be argued, when the time comes, what has prevailed so successfully on this side of the Atlantic can at least serve as a mark in international air relations.

It is significant that one of the matters under study by a United States Commission of Inter-American Developments, a non-governmental body, now in Latin America, is the question of transportation. While no elaboration of that topic has been disclosed publicly, it is more than natural to expect that the place of air transportation in post-war business relations between the Americas will receive thorough examination.

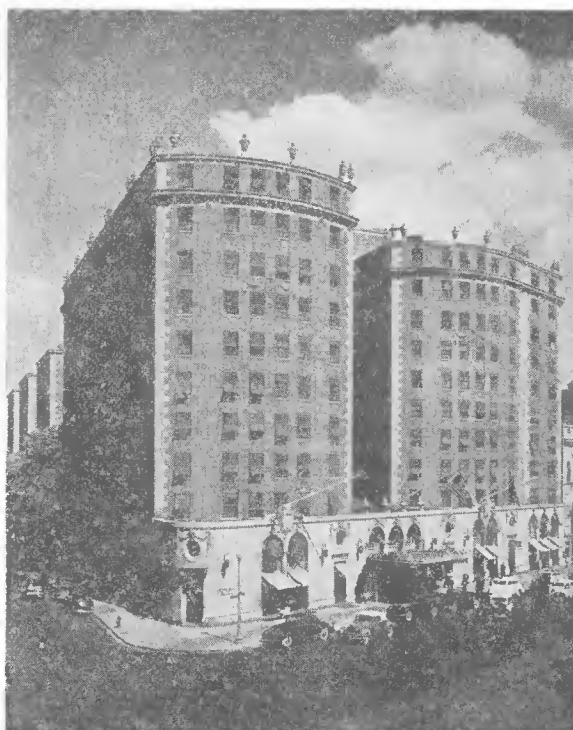
At the time this commission began its work, the announcement, from Nelson Rockefeller, Co-Ordinator of Inter-American Affairs, pointed out:

"Necessities of war have checked Latin American development but it is agreed that there will be tremendous expansion when the war is over. The United States Commission begins its work, holding the conviction that the job should be done by private enterprise. . . ."

The announcement further indicated that private enterprise in Latin America was equally interested. Thus the way is being paved for better understanding of immediate post-war problems, as they affect industry and commerce in the Americas. This understanding, in turn, can be expected to have weight in any post-war considerations as to the future of air traffic on this side of the Atlantic.

Thus it could well follow that pending a more stabilized world elsewhere, the American republics might be giving a practical demonstration of the way to get back to a normal way of life. And *travel* as well as *commerce by air* will certainly be a part of that way of life, ultimately all over the world as well as in the West. Those who are now interested in the practical application of "Freedom of the Air" see in this argument the real basis for future agreement among nations on the subject.

The whole matter is now in a very informal stage of development, however. There is too much room for misunderstanding for any broad and tangible efforts as yet. This is something that must be dealt with, nevertheless, for the reasons indicated here—the natural expansion of air traffic as a result of war



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stimulus, the fact that there is increasing dependence on this medium of travel and commerce, and that any unnatural obstacles to its availability will not likely be tolerated by the people over the world for very long.

Hence it is not surprising that the United States, in the midst of even more pressing problems, has a small group at Washington quietly studying the whole field. The State Department, as well as other departments and independent agencies of the Government, are represented in this group. Little is known of its work, for almost no publicity has attended its meetings or its findings so far. If other countries have a comparable study under way nothing has been reported of the fact. There is little doubt that the general subject of air restrictions after the war, or their abolition, is being weighed here and there over the world—at least by those nations that have demonstrated their trustworthy use of the air in the past. Obvious war problems can be imagined in such a future discussion, but these are speculative from this standpoint.

THE MYSTERY OF DAKAR: AN ENIGMA RESOLVED

(Continued from page 174)

wholesome place. Famous primarily as a commodious, well-sheltered, deep-water port, it is also the outlet for substantial exports of peanuts, known in the trade as ground nuts or "arachides."

There is no racial unity among the 15,000,000 inhabitants of French West Africa. Although some of them, such as the Moors and Tuaregs in the North and the Fulani, appear to be of Ethiopian or Hamitic or possibly of Semitic stock, the bulk are Negroes, who are always spoken of as "noirs" or "indigènes." The number of Europeans (including Levantines) in French West Africa has been estimated at 75,000. When I arrived in Dakar, of the 112,000 inhabitants about 12,000 were whites, of whom 4,000 were in the French Navy, 2,000 in the Army, 300 in Government service, and the rest were civilians. The white population of the city had doubled before I left, largely because of reinforcements for the Army and Navy sent from France and North Africa.

Politically French West Africa is divided into seven administrative subdivisions and one special district or circumscription. Mauritania (the land of the Moors or Berbers) lies in the north, and following along the coast we come to Sénégal, French Guinea, the Ivory Coast, and Dahomey. In the interior are the vast expanses of the French Sudan

and the Niger Colony. The French Sudan must not be confused with the Anglo-Egyptian Sudan, from which it is separated by 1,200 miles. It is interesting to know that "Sudan" and "Niger" signify the same thing, both meaning "black" in Arabic and Latin respectively. The Circumscription of Dakar and Dependencies is, like the capital cities of Washington and Rio de Janeiro, set up in a separate district. Since the war began in 1939 the French mandate of Togoland, one-time German colony, lying between the Gold Coast and Dahomey, has been taken under the wing of the authorities at Dakar, and for practical purposes is now also a part of French West Africa. The capital of Sénégal is *not* Dakar, but St. Louis, which curiously enough houses two governors' palaces—one for the Governor of Sénégal and one for the Governor of Mauritania, there being no settlement suitable for a capital in Mauritania.* The name "Dakar" appears to come from the word for the native tamarind tree in the tongue of the Wolof Negroes—"n' dakhar."

And now one word as to the history of Dakar. It seems clear from Herodotus and Pliny that both the Phoenicians and their Carthaginian relatives must have rounded what is now Cap Vert, or Cape Verde, inside the hook of which Dakar is sheltered. Then, after the lapse of 2,000 years, in 1445 or 1446, a Portuguese navigator, Denis-Díaz or Denis Fernandez, repeated their achievement. Early in the seventeenth century the Dutch established themselves on the small island of Gorée, about 40 acres in area, some two miles off the cape. That island came to serve as an important depot in the slave trade. Today's casual stroller through its slumbering streets and still courtyards, filled with antique charm, would be unlikely to suspect the horrors of its past, the human misery and degradation that its stones must have witnessed. In 1677 Gorée fell into the hands of the French, and it flourished, if one may use that term, until the French established themselves on the nearby mainland, in the superb harbor of Dakar, in 1857.

Now to return to the question of German activities in Dakar and French West Africa under the Vichy régime. Contrary to opinions expressed in some quarters, I say without hesitation that there were none. Furthermore, I am confident that I expose myself to no serious challenge in taking this forthright position. Except for four or five Jewish refugees, there were no Germans in Dakar while I was there. And apart from certain specific German officials who passed in transit through French West Africa to and from neutral Portuguese Guinea, the sovereign state of Liberia, and colonies further south, there were no Germans in all of French West

*Mauritania shares with Bechuanaland this odd distinction of being administered from a capital situated outside its borders.

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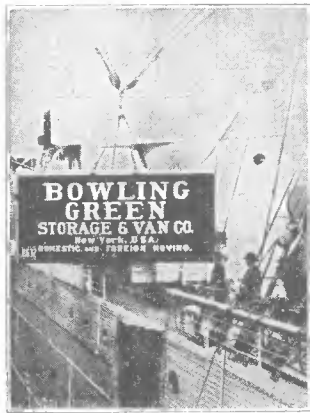


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Africa. No German submarines put into Dakar or other French West African ports, and no naval vessels based in French West Africa put to sea to supply German submarines or raiders.

It is likely that some readers will think I am rash in making these broad assertions, for it is usually difficult to prove a general negative statement. But let us pause and examine the circumstances under which I exercised my surveillance. One has to remember that in the black man's country, the white man is relatively rare. Every white man is known—his business, his nationality, his human contacts, his vices, and such virtues as he may have. A white man cannot travel secretly through French West Africa. A second advantage that I enjoyed was the warm feeling of friendship toward my country that I found in all circles, high and low, among officials and civilians and in the armed forces. Our American missionaries are splendid people. The friendship of everyone was of inestimable value. It was possible to check and recheck and double-check and cross-check what was going on.

Everyone in French West Africa was alive to the drama of Dakar's strategic position, and rather proud of it. Day in and day out, and month in and month out, the subject of discussion was when the Germans or the British or the Americans would arrive, and how. With certain individual exceptions perhaps, all the white people in French West Africa loathed the Germans. The Governor General shared this feeling. If a German had arrived anywhere in French West Africa, or if a German submarine had entered any French port, the news would have spread from mouth to mouth in no time. The whole colony would have been agog. French naval vessels stationed at Dakar and other ports often went to sea for maneuvers or escort duty or other missions. On their return the officers and crews received shore leave in due course. If they had had any contact with Germans, one can rest assured that *that* secret would not have been kept.

There had been Germans in Dakar before I arrived. When France collapsed, 165 Germans were being held in prison and internment camps in French West Africa. Under the terms of the armistice, they were to be released. On July 27, 1940, two German transport planes arrived to repatriate these people. They brought to Dakar the well known Dr. Klaube, whom I had met before the war in Bathurst, British Gambia, where he represented the Deutsche Lufthansa. It was widely believed that he was a political agent. But on the last plane (August 10, 1940) taking out the released Germans he accompanied them back to Spanish territory.

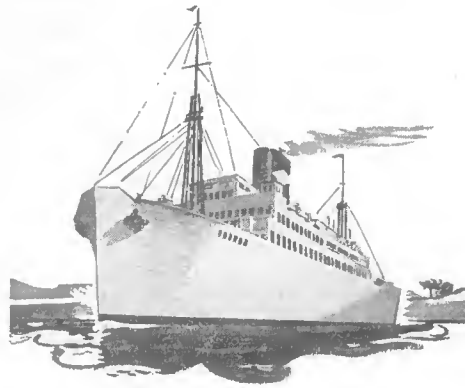
In a recent short book on North Africa, published early in 1943, the author asserts as a fact that shortly after the British-Free French attack on

Dakar in 1940, onc Theodore Habicht established himself in Dakar and made it a center of German intrigue. This statement is but one example of the erroneous reports which, even at this late date, have been freely circulated about Dakar.

Certainly the Germans would have liked to be in Dakar. But they were too far away, whether by land, sea or air, to invade French West Africa against opposition, and they could never hope to win the complicity of the inhabitants. There are grounds for believing that the Germans sought permission to send experts, observers, etc. to Dakar in exchange for certain favors, but Governor General Boisson opposed successfully all such deals. Governor General Boisson was a Pétainist and an anti-collaborationist. (Most Frenchmen in West Africa revered Pétain, and considered that his concessions to Germany were extracted under duress. They sympathized with his efforts to alleviate the hardships of France under the German heel. Virtually everyone despised Laval.)

It was natural that in the outside world all kinds of rumors should spring up, more or less spontaneously, about German activities in Dakar. After all, the threat was ever present. That the Germans would have liked to infiltrate into Dakar and French West Africa is, I think, an established fact. That complaisant officials in Vichy and Dakar could have facilitated such an infiltration seems likely to me. But on this issue the Vichy officials and Governor General Boisson refused to bend the knee to Hitler. It is good to be able to report that the threat never materialized and that the rumors were false.

Probably most Americans have felt that the menace of French West Africa was chiefly directed against Brazil and via Brazil against the Western Hemisphere. A study of the map will show that there was another grave threat, not so dramatic, but, once the British had won the great Battle of Britain, more real. Our life line to the East through the air lay across the British colonies and Liberia on the Guinea Coast. The four British colonies—Gambia, Sierra Leone, the Gold Coast, and Nigeria—as well as Portuguese Guinea and Liberia, are enclaves studding the southern fringe of the vast French territory, which lies behind and on each side of them. Just as in the Pacific the islands constitute stepping stones, or anchored air carriers, for our planes, so the British colonies and Liberia were our stepping stones to the Near, Middle, and Far East. The British, heroically facing the enemy in Europe, were unable to spare much material for defensive works in West Africa, and many of us were anxious about what would happen if we allowed French West Africa to slip into the power of Germany. The airfields of French West Africa, because of the topography and climate, are more numerous and



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easier to maintain than those on the torrid Guinea coast.

Inevitably I saw much of Governor General Boisson in an official capacity, and I think we came to know each other well. He and I were in disagreement sometimes, and I was not always successful in persuading him to do what I wished. I am familiar with the adverse opinions about him expressed in some quarters. I wish to say that I have always found him a square shooter. He never double-crossed me. From my personal knowledge of the man, I am skeptical about the stories concerning him. Perhaps it is worth mentioning that as soon as our country found itself at war, Governor General Boisson sent for me, and during a cordial conversation he wished my country well and expressed confidence that we should win the war.

NEWS FROM THE DEPARTMENT

(Continued from page 185)

L'Heureux Initiated in "40 Hommes et 8 Chevaux"

H. J. L'HEUREUX, a veteran of the World War and a charter member of the American Legion, was initiated at a "wreck" in La Societ  Des 40 Hommes et 8 Chevaux, held at Manchester, New Hampshire, on January 31, 1942. Representatives from all of the New England States attended.

Mr. L'Heureux, together with the Honorable Frank Knox, was designated from New Hampshire to form the nucleus of a veterans' organization early in 1919. Two veterans were so designated from each state in the Union. He attended the first caucus of the American Legion in St. Louis in May, 1919, following which he was active in the organization of American Legion posts throughout his native state. He was wounded, gassed and cited for bravery while serving with the 103rd U. S. Infantry, 26th Division, A.E.F.

Because of the service he performed for the Legion at that time, and his continued interest in the organization since then, Mr. L'Heureux has now been admitted as a "Voyageur Militaire" in the "Honor Corps" of the American Legion. La Societ  Des 40 Hommes et 8 Chevaux is an honor society as well as the "fun" society of the American Legion.

Paging Antarcticans

Nearly everyone over one year of age is a Neptune Neophyte for having crossed the Equator, and short-snorter bills for flying the Atlantic are becoming as numerous as W.P.B. officials, but we don't know many polar circle neophytes. It's not surprising that JAMES K. PENFIELD, former Consul

at Godthaab, has crossed that line, but the NUMBER of times he traversed it would make Admiral Byrd feel like he hasn't been anywhere. This is the story: Arctician Penfield once upon a time was on an ice cutter, and the ice cutter was cutting the ice on a Greenlandic fjord right where the fjord was cut by the Arctic Circle. It was merely a question of going around in circles and recrossing the Circle (or do ice cutters go in reverse), cutting the ice and trying again—which makes Consul Penfield the Service champion Arctic Circle Crosser.

Has any Foreign Service Officer ever crossed the Antarctic Circle? Just *once* will justify a reply—which won't commit you as a possible opener-upper in Queen Maud Land.

COVER PICTURE

Operating .50 caliber antiaircraft machine gun—Coast Artillery. *Photo by U. S. Army Signal Corps.*

MARRIAGES

WOODWARD-COOKE. Miss Virginia Parker Cooke and Mr. Robert F. Woodward were married in Lima on February 20. Mr. Woodward is Second Secretary at La Paz.

TWELL-AICKIN. Miss Vivian Thora Tewell and Lt. William Gaven Aickin were married in Seattle, Washington, on January 6. Miss Tewell is the daughter of Consul and Mrs. Harold S. Tewell.

FUESS-HENRY. Miss Cora Frances Henry and Mr. John Cushing Fuess were married on January 6, in Belfast, where Mr. Fuess is Vice Consul. (See page 208.)

VISITORS

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

	February
Eleanor M. Campbell, Rio.....	8
Anna C. Gustavs, Buenos Aires.....	8
Chauncy S. Truex, Algiers.....	10
Herbert M. Parisius, Algiers.....	10
J. Graham Parsons, Ottawa.....	10
William E. Price, Porto Alegre.....	11
Peter Prouse, Lima.....	11
Jerome Sperling, Istanbul.....	12
Hortense Ulrich, Tangier.....	12
Dorothy Campbell, Mexico.....	12
Conrad M. Arensberg, Algiers.....	12
Barry T. Benson, Bogotá.....	13
Overton G. Ellis, Jr., San Salvador.....	13
Marifrances Pfeifer, Department.....	13
William Bruns, Panamá.....	13
Thomas H. B. Stagers, Paramaibo.....	13



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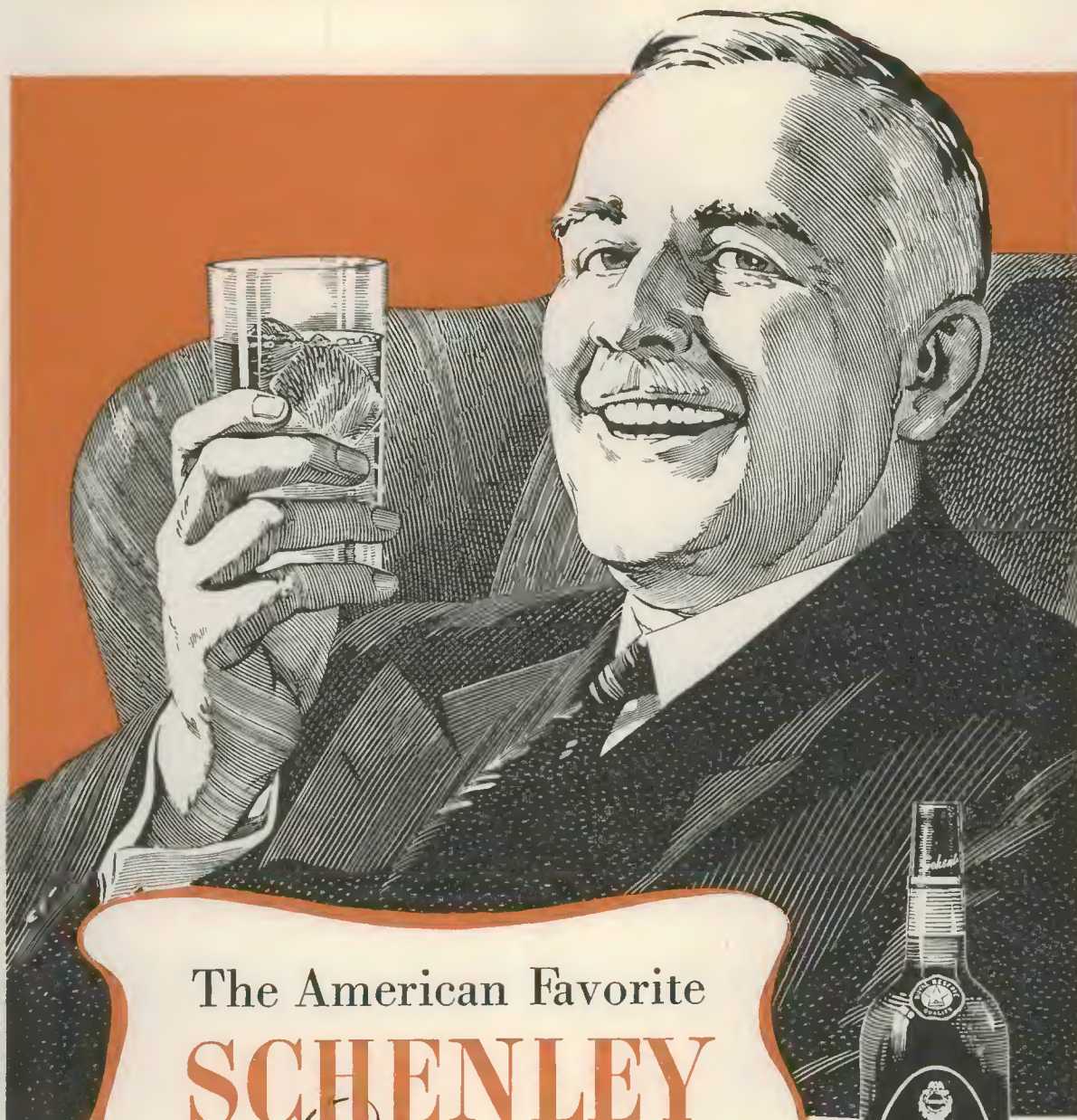
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Ora S. Sitton, Martinique	20
Merwin Bohan, Buenos Aires	22
Mary Hedding, Buenos Aires	22
Alfred Dare, Santiago	22
Charles McDonald, Madrid	22
Walter W. Harris, Jr., Algiers	22
B. Rich, Jr., Valencia	22
Harold C. Roser, Jr., Chungking	23
William P. Fuller, Jr., Managua	23
Frederick P. Latimer, Tegucigalpa	23
Marcella A. Sheahan, Caracas	23
S. M. Honaker, Istanbul	24
Lula A. Eliane, Santiago	24
Edith L. Kenyon, Montevideo	24
Elizabeth V. Bouldin, Rio	24
Finn B. Jensen, Goteborg	24
Gardiner E. Somarindyck, Algiers	25
Richard Shields, Algiers	25
Charles G. Ozzard, Cairo	25
Lois C. Northcott, Santiago	26
Hyman Bloom, Managua	26
Jiro Arakawa	26
Albert B. Franklin, Montevideo	27
Lester Mallory, Mexico City	27
Kenneth T. Roberts, Managua	27

March

Elizabeth K. Patton, Lisbon	1
Edward Anderson, Ciudad Trujillo	1
Mr. and Mrs. William Blake, Tampico	1
Joan Keys, London	1
Lucien Memminger, Pretoria	2
Clarence Boonstra, Moscow	3
Sara May MacDonell, Cairo	3
James T. Patterson, Jr.	4
William P. Lyons	4
Joanna C. Huntington, Rio	4
Hyman Goldstein, Madrid	4
Helen Christopher, Ciudad Trujillo	5
Mary Elizabeth Robertson, Buenos Aires	6
Alfred G. Richter, Jr., London	8
Sheridan Talbott, London	8
Fulton Freeman, Chungking	8
Teresa Rullan, Caracas	8
Hungerford B. Howard, Chungking	8
Dr. Dudley A. Reekie, Algiers	8
Dr. Michael L. Furcolow, Algiers	8
Dr. Dorland J. Davis, Algiers	8
V. Lansing Collins, Jr., Sydney	8
Henrietta J. Humphries, Barcelona	9
Randolph Roberts, Department	9
Joel C. Hudson, Santiago	9
Anne Connolly, Algiers	10
Waldo E. Bailey, London	11
Mary C. Collett, Department	11

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