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AMERICA'S NEED OF SEA POWER

By Herbert Corey

Current History, November 1934

Mr. Corey, a war correspondent throughout the World War and now president of the Overseas Writers in Washington, is well qualified to discuss American naval policy by reason of his long and intimate study of the subject. He covered the Washington Arms Conference and has since been in a position to acquire information that enables him to write on naval affairs in an authoritative manner.

This article follows Hector C. Bywater's in this Monthly for November (adopted from Current History for October) which gave a British view of the issues of this year's naval conference and Captain Gumpei Sekine's in the January and February numbers, which presented the Japanese official attitude.

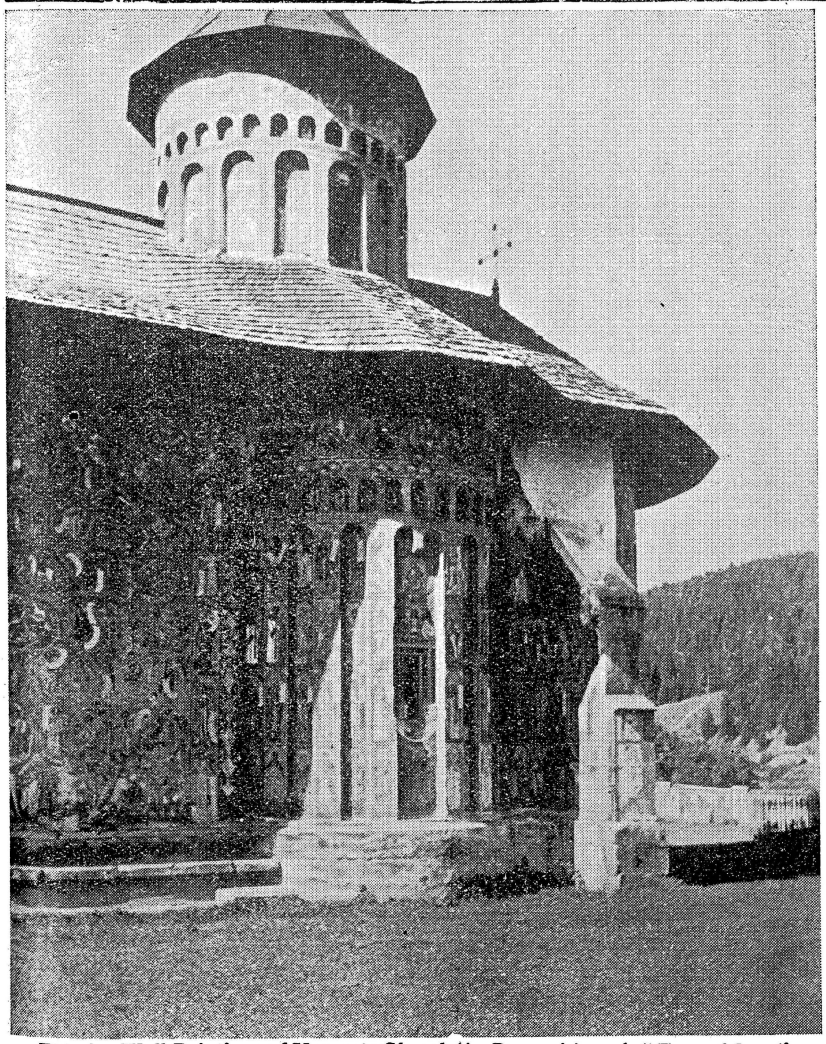
(*Continued from March Number*)

Americans have noted the candid and well argued refusal of Great Britain to reduce her naval protection for reasons involving the national safety. Every one of those reasons may be applied to the position of the United States, and to the demand of Japan that she be given full naval equality on pain of voiding the existing treaty. Americans may hope that the world may be spared another war, and to be prepared if war comes, but they know now that a neutral nation is merely the handmaiden of the strongest belligerent if she is not prepared to defend her rights upon the sea. Three times America has been forced into war to protect her right to trade at will—once with France, once with Great Britain and once with Germany. The two other major maritime nations are likewise determined to make sure of safety. Japan has lost no opportunity to declare that if she is not granted precisely the formula she thinks essential, she will withdraw from the conference. On the authority of Hector C. Bywater, writing in November and December of this Monthly "Great Britain may be expected to drive a hard bargain."

The conference of 1935 very likely, then, will bear only a remote resemblance to that of 1921. The end desired at each conference remains the same. Each of the treaty nations hopes to acquire some assurance of enduring safety. The conditions under which that end will be sought have been altered. The United States is no longer under the spell of an evangelistic fervor. It has realized that statesmanship may not safely be governed by sentiment. Its delegates will not attend the conference bearing gifts but to make certain of American security. At once it becomes evident that the conditions facing the three maritime nations are quite dissimilar.

Great Britain must retain command of the European waters. This is possible only with a strong fleet based on her home ports. At the same time her widespread trade routes must be protected. Her long string of fortified bases—Gibraltar, Malta-Egypt, Aden, Bombay, Colombo, Hongkong, Sydney, Auckland, Esquimalt, the West Indies and Bermuda, not to speak of the $50,000,000 base now being rushed to completion at Singapore—enable her to do this with a minimum of sea power. But America can protect her merchant vessels in time of war only with ships able to keep the sea for a long period and steam great distances.

It is this fact that prompts the suspicion that Mr. Bywater was indulging in gentle humor when he wrote that "the United States, if called on to state her reasons for demanding a navy second to none, would have to appeal to academic rather than to concrete principles." Washington, he declared, can afford to view the development of sea power by other nations "with Olympian calm and detachment." He admits that Americans would properly



Exterior Wall-Paintings of Voronetz Church (in Rumania): A "Tree of Jesse"

resent a foreign attempt to suggest, if not dictate, "the limits to which the United States Navy should be developed," but he argues that we have no need of a navy "second to none" except for considerations of prestige.

An examination of the American case does not support this assumption. There will be no attempt to return to that position of apparent dominance in world naval affairs that the United States held in 1921. That position was voluntarily abandoned. We were able to obtain for other nations and ourselves an arrangement which promised to give to each the safety it desired and which would not give any nation preponderant strength if the other nations built up to treaty limits simply because we had something to pay for their consent. Today the American navy is definitely in the weakest position. Great Britain is in fact stronger on the seas. Japan is sheltered in an impregnable fortress.

The United States Navy is a national institution, not a political influence or a political factor. One after another the various Secretaries of the Navy have formally stated its purpose in terms almost identical with the words used by Secretary of the Navy Swanson in 1933: "The fundamental naval policy of the United States is to maintain the navy in sufficient strength to support the national policies and commerce and to guard the continental and overseas possessions of the United States."

National policies are invariably economic. The effort to earn must be accompanied by an effort to retain what has been earned. For the United States, as for Great Britain, the navy is the first line of defense. If we look at a map of the world it becomes clear that the United States is, except as to Canada and Mexico, virtually an island. Our relations with all other countries, friendly or hostile as they may be, depend on sea power. Our navy is as important to us as the British Navy is to Great Britain. Without it our foreign commerce and our merchant fleet must be injured and perhaps destroyed in time of war. Injury of that kind is sometimes irreparable, as was demonstrated during our Civil War.

A national policy that cannot be successfully maintained must be abandoned if challenged. An inquiry into the permanent policies of the United States which the navy may be called on to uphold seems advisable. First in point of age is that of political isolation. The United States often cooperates with other nations for a given purpose but never enters into a treaty of alliance. This may on occasion call for a naval force strong enough to protect American liberty of action. The Monroe Doctrine is the immediate junior to the doctrine of isolation. It has twice been challenged. In 1864 a strong American navy and army prevented Maximilian I from seizing Mexico and in 1902 the navy compelled Germany to withdraw from its position in regard to Venezuela.

Conditions in the Caribbean area naturally come under the general head of the Monroe Doctrine. If the Panama Canal were closed in war American naval forces might be divided. Although the army is entrusted with the defense of the canal, the navy must be responsible for the provisioning of the fortress. It is true that the United States abandoned its position as a defender of neutral rights during the World War; yet this did not take place until we were a party to the conflict. If there should be another war in which American sympathies were not so strongly engaged as in 1917, the nation would maintain its traditional position. The doctrine of the Open Door in China is in abeyance just now, but no one knows what might happen in the future. The present restrictions upon immigration may at some time be challenged because of the temptation offered by the wealth of the United States. If the bars were let down the story of Hawaii would undoubtedly be repeated, and California would become a Japanese coast.

That the retention of American possessions in the near Pacific is a permanent policy will not be questioned. To this is added the perplexing problem posed by the Philippine Islands. At the end of a ten-year period the Philippines may accept independence. In any case the United States is left in an unenviable position. By the Washington treaty the bases of Corregidor and Guam may not be further fortified. They could not withstand attack by a strong force for long. Without such bases the United States would be at a very serious disadvantage in Far Eastern waters. If the Philippines elect to become independent America has reserved the right to retain these bases. This amounts to a resignation of commercial profit and a retention of responsibility.

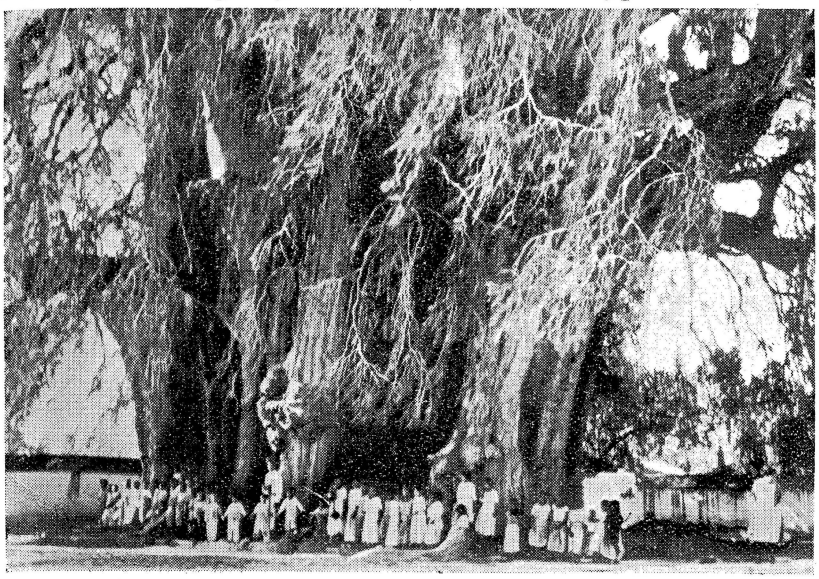
European commentators have taken the position that the two long sea coasts of the United States could not be successfully blockaded in the event of war. Nevertheless, it would be serious if a fleet of superior strength were to hold position on either coast. The fertile inland country would furnish food in abundance, but it would be at least theoretically possible for fast war vessels and bombing aircraft to raid the coastal cities unless we had a naval force able to keep the coasts free. The narrow seas of Britain seemed to be comparatively easy to defend. Yet German raiders were able to get through the cordon frequently enough to cause annoyance, even if the British were neither frightened nor disheartened.

Moreover, five years of depression have taught Americans that a considerable share of their comfort and prosperity has depended on foreign trade. Congress has continued to appropriate money to aid the American merchant marine in spite of frequently voiced criticism of the manner in which the United States Shipping Board has conducted its affairs. The generous Congressional grants for the building up of the navy were based in great part on the need of protecting the merchant fleet in time of war. There is no disposition on the part of the American public to depend on the friendly offices of another nation for this protection. Secretary of Agriculture Wallace sent up a trial balloon when he suggested that the United States might gain through the payment of the war debts if the ocean-carrying trade were turned over to other nations. The hostile reception given that idea was extremely significant.

It is ridiculous to suggest that the United States and Great Britain will ever again engage in war. The two countries have occasional tiffs but on the whole understand each other fairly well. But it does not follow that if we were at war with another nation Great Britain would be so altruistic as to protect our merchantmen. Her own national interests would quite properly come first. Unless we can defend our merchant ships the commerce they carry must very largely go to the ships of other nations able to defend their carriers. British statesmen want a defense at sea suited to Britain's peculiarly fortunate position. The American naval problem differs in pattern but not in magnitude from that which Britain faces. In some respects the two countries are following a curious parallel.

(To be continued)

The Oldest Living Organism on Earth? The Cypres "El Tule"



This gigantic cypress (*taxadium mucronatum*) stands in the picturesque churchyard of the village called Santa Maria del Tule, in the state of Oaxaca, Mexico. Measuring 175 feet in circumference and from 5000 to 10,000 years old, it has perhaps the largest volume of any tree in the world and is generally accepted as the oldest living organism on the face of the earth. "El Arbole del Tule," as the natives call it, still commands devotion from thousands of Indians who come from afar to take part in the great fiestas held there each Easter and Christmas. The origin of tree worship among the Indian tribes of Oaxaca is remote. It derives from their belief in the motherhood of the earth and the fatherhood of the sun as fructifying the earth and causing it to bear trees, which are thus regarded as the direct offspring of the gods. The Conquistadores tried to stamp out heathenism with violence; but the Catholic Church, when its missionaries followed in the footsteps of Cortez, was less rash. "El Tule" was seized on as an aid to missionary work, and declared the property of the Church and an arm of God. A church was built in its shadow, and soon the Indians accepted the idea of linking their worship with Christianity.

Antarctic Discoveries: ★ ★ ★ ★ Byrd's Own Story

The second Byrd Expedition to Antarctica has completed its task and will soon leave Little America for the long voyage back to civilization. In the following article Admiral Byrd sums up the results of the expedition—the explorations at sea, the flights into Marie Byrd Land, which uncovered new territory and determined that Antarctica is one continent; the geological and geographical discoveries of the trail parties, and the contributions made by the scientific staff.

(*Continued from March Number*)

Continuous Weather Record

The advance base was equipped with up-to-date apparatus for maintaining a continuous record of wind, temperature and pressure from the day the base was occupied through the Winter night and until it was shut down, on Oct. 12. These elements, together with observations of auroral activity, were continuously recorded after my arrival at the base. Dr. Poulter made a valuable series of simultaneous meteor and auroral observations with observers at Little America.

On my return to Little America I found a smoothly running exploring machine ready to prosecute the missions we had outlined for it. Siple's party was about to leave for the first scientific penetration into Marie Byrd Land, with special interest in its geological and biological features. Blackburn's geological party was topping off preparations for a long thrust into the Queen Maud Range on a biological reconnoissance into the unexplored western margin of Marie Byrd Land.

Dr. Bramhall and Morgan were making the plateau party ready for a dash onto the polar plateau, the former with the object of gathering magnetic data in a region where such data are extremely inadequate, the latter to delve into the secrets hidden by glaciation with an apparatus never before tried in the polar regions—a seismic sounding device.

A Notable Thrust

June, in Tractor 1, was already coming home after a splendid thrust to the southwestern angle of the Edsel Ford Range, having made the surprising discovery of a high plateau rising on the coast just east of the Rockefeller Mountains and flowing unbrokenly through King Edward VII, Scott and Marie Byrd Lands.

Demas was grooming two tractors assigned to support the geological and plateau parties, and Captain Innes Taylor, in charge of trail operations, was everywhere helpful. Pilot William Bowlin and the men of the aviation unit were working with perseverance to make the planes ready for the Spring flights.

The Marie Byrd Land party got under way Nov. 16, the geological parties left in company two days later, and the tractors, following in the wake of the latter units, cleared Little America on Nov. 25. We were free then to launch our aerial enterprises.

Antarctic problems more or less interrelated were immediately accessible to approach by aircraft. The first was the problem of the so-called transcontinental strait. For many years it had been supposed that an ice-clad sea-level trough divided the continent. This theory was postulated upon the identical indentations cut in the face of the continent by the Ross and Weddell Seas, and upon other persuasive evidence. Until the existence or non-existence of this strait was affirmed, no one studying Antarctica could say with certainty whether he had to deal with one continent or two.

A Mountain Mystery

The second problem grew more or less out of our operations in 1929. On a flight to the northeast on Dec. 5 of that year we discovered east of the 150th meridian the new land which we named Marie Byrd Land. It is a rugged and mountainous land, heavily glaciated. Behind the western front range we saw innumerable peaks. On the journey in Tractor 1 June and his companions reached Mount Grace McKinley, the southwestern peak in the Edsel Ford Range. They confirmed the massing of peaks in the northeastern quadrant and found that the plateau rolled to the east.

The Marie Byrd Land problem opened up fascinating possibilities: How far eastward did these mountains trend? Did they form a tectonic link in the Andean fold chain which had been traced to Graham Land across the continent? Did this plateau fold southward to the Queen Maud Range, to merge with the high polar plateau, or did it die out somewhere, say on the northern margin of the transcontinental strait? These problems we hoped to solve by a series of flights calculated to strike at strategic points.

IN THE AIR

Seizing upon the first break in the weather, we launched the first flight on Nov. 15. The course we flew followed the structure of a scalene triangle. The base rested on Little America and the southwestern tip of Edsel Ford Range. The apex rested in the unknown at Lat. 81.05 S., Long. 146.30 W., approximately halfway between the coast of Marie Byrd Land and the Queen Maud Range.

The course recommended itself for these reasons: It would strike at the heart of the white space holding the fate of the supposed strait and search out half the front through which it might cut; it would determine the trend of the newly discovered plateau; it would indicate whether or not Marie Byrd Land were an archipelago or

a distinct epicontinental mass separated from the mainland by ice straits or an integral reach of the continent; and, finally, it would bring the base line of this flight track in coincidence with the limit of vision of that of Dec. 5, 1929.

The flight crew comprised the chief pilot, the co-pilot, Bowlin, Navigator Rawson, Chief Radio Operator Bailey and myself. Leaving Little America we first ran down the southeastern leg of the triangle to the apex. Then we ran northward into the Edsel Ford Range at Long. 146.27 W., Lat. 77.30 S., which put us about twenty-two miles east and a trifle north of Mount Grace McKinley.

Then, rising some 11,000 feet above the Edsel Ford Range, we were struck by the massing of peaks to the northeast. It was as if a giant hand had strewn them there like so many pebbles. They streamed eastward and it seemed possible that these mountains skirted the continental front to form a link in the Andean chain.

A Low Depression

Most fascinating of all, at the apex of our triangle, at a point where the belt of crevasses traversing the 81st parallel slithered off to form a curiously arrested white whirlpool at what appeared to be the foot of the plateau, we found a definite depression. We sounded the elevation with the plane's altimeter—a trick we later used to excellent advantage—and found it to be only 400 feet, nearly 4,000 feet below the highest known elevation of the plateau. From what we had seen there was strong reason to believe that if the transcontinental strait did exist it must lie there.

That was only the beginning of the matter. Next day, the weather holding good, I dispatched June, Bowlin, Rawson, Aerial Mapping Cameraman Pelter and Bailey on a reconnoissance flight to assist the tractors which were dangerously bogged in crevasses at Lat. 81.05 S., Long. 157.30 W. Besides seeking a safe passage for the tractors, they were instructed to make a brief southing and find out, if they could, what lay south of the depression. Clouds and gales drove them back at Lat. 81.20 S., Long. 151 W., before they had an opportunity to make extensive explorations. The point at which they turned was approximately forty-three miles west and fifteen miles south of the apex of the triangle. The surface there seemed to be rising.

Becuase the weather is least favorable in that quarter, at the next fair spell we shifted our attack to the east in order to close our operations in that critical area before the rise of the fogs and clouds of Summer. On Nov. 19 June, Bowlin, Rawson, Pelter and Cameraman Petersen were dispatched on a 390-nautical mile penetration into Marie Byrd Land. The purpose was to feel out within the range of the plane the trend of the new mountains we had raised behind the western front of the Edsel Ford Range, to map them with the camera in their proper relationships and, if possible, to find the coast. The course lay along the 78th parallel.

Clouds massing ahead forced the crew to turn at Lat. 77.55 S., Long. 133 W., but important results accrued. For the last 165 miles of the flight the mountains of Marie Byrd Land, so densely packed behind the western front range, were found to thin out, withdrawing into a range running to the east at the turning point. The crew had before them a massive, broken block which June thought might be an extinct volcano, a not improbable surmise in view of the fact that the Marie Byrd Land party later came upon the remnant of a volcano cone in the Edsel Ford Range.

The plateau, flat as the plains of Kansas, rolled its white gleaming roof in all directions to the horizon, and a sounding by altimeter, corrected later to true barometric pressure, put its elevation at 4,300 feet. The coast was nowhere in sight, but throughout the last stage of the flight the crew marked on their port hand a very decided water sky, and, in view of what we know, it is quite likely that the coast of Marie Byrd Land will be found to follow the trend of the mountains which lie between the 76th and 77th parallels.

A Hint by Radio

On Nov. 19 Blackburn's geological party, penetrating unknown areas 375 nautical miles south-southeast of Little America, flashed us an important hint by radio—the sighting of what appeared to be high land to the east of them. Weather held up flight operations for a while, but on the 22nd, June, Smith, Rawson, Pelter and Bailey took off on the longest flight of all, a 960-nautical-mile journey which carried them ultimately to Lat. 83.05 S., Long. 119 W.

This flight resulted in important discoveries. As they turned they saw in the vicinity of Lat. 85 between the 110th and 115th meridians a cluster of ice-ridden peaks, presumably eastern prolongations of the Queen Maud Range, approximately 170 nautical miles east of the latitude of the last known peaks of that range. Commencing just a few miles southwest of the depression we had observed on the flight of the 15th they found a plateau rising and rolling unbrokenly to the feet of these new peaks.

Like every effort directed at the solution of unknown matters, the flight did not so much settle familiar problems as to raise new ones. Was this depression only a bight or bay in the Ross shelf ice on the western margin of the plateau? Would deepest penetration prove that these plateaus were one? At all events the fate of the transcontinental strait now lay in a sixty-mile gap between the 81st and 82nd parallels east of the 147th meridian, and could be settled one way or the other.

A Problem Solved

On Nov. 23 with June, Bowlin, Rawson and Petersen, I took off in the William Horlick to close the gap. Just a little bit south of the apex of the triangular course of the flight of Nov. 15, where we had found the depression, we headed east, sounding the elevation of the ice by altimeter as we went. When we turned at Long. 140 W., Lat. 81.10 S., we found that the surface under us had risen to 1,325 feet. On the return we sounded the northern border of the area and found that the elevation was uniformly 1,000 feet or higher.

The results were conclusive. The long-sought strait was non-existent. The plateau of Marie Byrd land rolled unbrokenly from the South Pacific Ocean to the Queen Maud Range. The eastern margin of the Ross shelf ice was at last defined by the coast of that plateau. The structural integrity of Antarctica was verified and a troublesome ghost of doubt was laid. Antarctica is one continent.

ON THE TRAIL

Now the trail parties, pressing through cold, fog and blizzards to gain distant objectives, came into their own. Blackburn's party, made up of himself, Russell and Paine, with three dog teams, pushed up the untraveled slope of Thorne Glacier to run a geological cross section of this area of the Queen Maud Range. When they paused they had risen 100 miles up the blue ice of the glacier, and, with twenty miles still to go to the shining dome of the polar plateau, the peaks above them had diminished to mere nunataks. There, 180 miles from the South Pole, in the vestiges of a sedimentary strata, they came upon numerous beds of coal and plant fossils.

Geographically, their discoveries were equally impressive. The high plateau escarpment fronted by two high granitic ranges and numerous foothills west of Thorne Glacier dwindled East of it into numerous glacial amphitheatres enclosed by mountains of igneous rocks. The stream of ice debouching into Thorne Glacier from the east, which Dr. Gould of the first expedition had called Leverett Glacier, was found to be a sub-plateau.

Eastward the mountains dwindled in size, becoming increasingly engulfed by the ice pouring from the Polar Plateau which, at the head of Thorne Glacier, had dipped to an elevation of only 7,000 feet. The important point was that through the terraced structure of the subplateau of Leverett the plateau of Marie Byrd Land rose to merge with the Polar Plateau and that further east if the sinking of the Polar Plateau persisted the two plateaus undoubtedly met at a common level.

In a New Found Land

Behind the coastal front of Marie Byrd Land, Siple's party, comprising himself, Wade, Corey and Stancliffe and three dog teams, traveled with excellent fortune. A sledging party, they had the unique experience of penetrating on a scientific mission into a land first discovered by aircraft five years before. Siple's biological finds were superb. The peaks of this new land, fully a hundred miles from the coast, bore a flourishing life. The pink and gray granites and the steel gray schist were painted with patches of green moss, white lichens and a spectacular red lichen.

Wade, the first geologist on the spot, found evidence which may verify what he had surmised after the flight of Nov. 15—that tectonically the mountains of Marie Byrd Land seem to form a massive link in the Andean fold chain between New Zealand and the Antarctic Archipelago, but that the petrographic dissimilarities make the connection less real

than apparent. In a three-inch quartz vein slanting down the face of a mountain in the Donald Woodward group he found in situ a deposit of galena and elsewhere deposits of molybdenite and chalcopyrite from which lead, molybdenum and copper may be extracted.

The party brought back a rich harvest of geological and biological specimens. Siple gathered no less than two dozen different species of lichens and mosses, an excellent haul considering the fact that up to then scarcely a hundred different species had been found in the Antarctic, and most of these on sub-Antarctic islands. He also returned with samples of ice and water teeming with microscopic life.

The plateau party converted a misfortune into an accomplishment. The inability of the tractors to break past the crevasses along the eighty-first parallel in spite of gallant efforts forced Morgan and Dr. Bramhall, whose work was dependent upon instruments too heavy to be transported by dog teams, to throw their lot in with the tractors which were then directed on a long curving course that ultimately carried them into Marie Byrd Land south of the Edsel Ford Range and back through Scott Land.

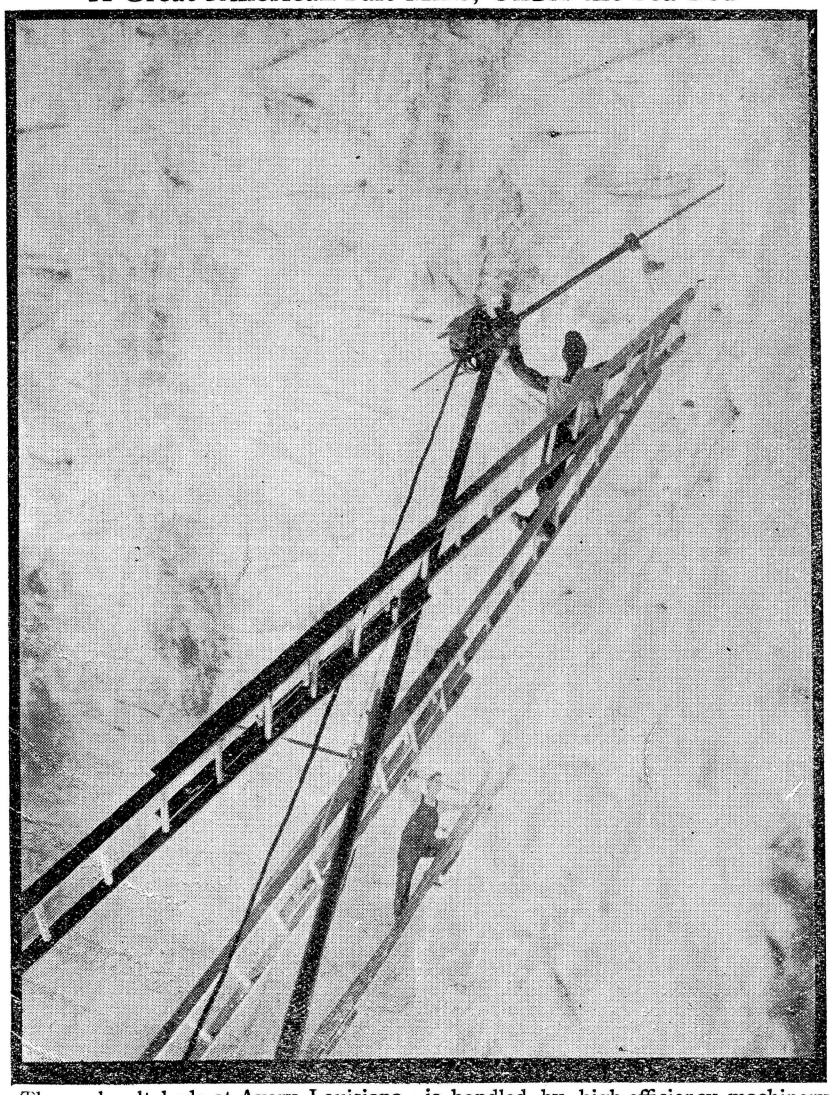
Seismic Soundings

In this unexplored area Morgan made a valuable series of seismic soundings which will give us an inkling of the depth of the ice sheet and the character of the underlying land on the same track. Dr. Bramhall, using a dip circle and an askania balance, obtained a valuable record of the distribution of magnetic elements in these regions.

Although the results have only been partly analyzed, certain conclusions are already evident. Bramhall had reported that existing isogonic charts for the south polar regions, based as they are on very meager data, conform in general to the present state of the earth's magnetic field. His observations, however, indicate that a more or less uniform shifting of the lines as much as two or three degrees will be necessary.

December and January are always a critical period in the life of an expedition, for then the field parties are at the greatest distance from the home base and aviation must stand by night and day to seize the rarely occurring opportunities to break through the eternal mists and clouds of midsummer. Nevertheless we made three more attempts to break deeper into Marie Byrd Land. On Dec. 8 a flight crew was recalled sixty-five miles out when fog closed in tight over Little America; on the 15th a crew which had reached Lat. 75.10 S., Long. 14.30 W., on a flight to trace the coast of Marie Byrd Land, was turned back at the very edge of discovery by an ocean of clouds, and on New Years Eve an attempt by Bowlin to penetrate to the Edsel Ford Range was blocked by the same conditions. (*To be concluded*)

A Great American Salt-Mine, Under the Sea-Bed



The rock-salt beds at Avery, Louisiana, were the first to be discovered in the Western Hemisphere. The most up-to-date methods are used in extracting the salt. Deep holes are made by electric-power drills; dynamite is inserted in these; and the salt is blasted out, each blast adding a new feature to the crystal architecture of these weird "under-water" caverns. On the floor of the mine the salt is handled by high-efficiency machinery. The salt thus obtained is very easily prepared, only crushing and screening being necessary; since the rock in the Avery mine is 99.75 per cent. pure sodium chloride—"all solid money," as the saying goes.

Although salt-springs on the site had been utilised since the eighteenth century, it was not until the American Civil War had disorganised the supply of salt in the Southern states, and so increased the demand that the springs had to be enlarged, that the rock salt was discovered. In 1863 the Federal Forces under General Banks captured the works after a fiercely fought battle. Since then various commercial undertakings have worked the mine; and some 4,000,000 tons have been taken out. Some of the galleries are a hundred feet high. Though the mine lies under the sea-bed, no water seeps through, and the air the miners breathe is pure and dry. Salt-making, indeed, is not an unhealthy trade—an occasional soreness of the eyes being said to be the only ailment contracted by operatives from their work. Table salt constitutes only a small part of the gross tonnage of salt produced. Refrigeration, in all its many forms and uses, is responsible for a large consumption of salt, which it introduces into diverse places—from the holds of trawlers to the barrows of ice-cream vendors. Salt is, moreover, indispensable to the manufacture of such varied commodities as washing soda, caustic soda, hydrochloric acid, chlorine, bleaching powder, and many heavy and fine chemicals; the glass and soap industries are dependent on it, and it is used also in the glaze and enamel trades. As a flux it enters into metallurgical processes; and has been used in the manufacture of cement to aid in the recovery of potash as a by-product. In addition, it finds a use in farming (as insecticide, fertiliser, and lickstick for cattle); in the curing of hides and the "cracking" of oil. Small wonder that the world's annual consumption totals over twenty million tons!

Japan as World Power: Changed and Changing Opinions

—The Observer, London, Feb. 21st, 1935

"Japan's Advance." By James A. B. Scherer.

"Japan's Place in the World." By Julian Grande.

"Empire in the East." A Symposium of Members of the American Council of the Institute of Pacific Relations).

(BY J. O. P. BLAND).

None of these three books, considered by itself, is of outstanding merit or importance, but their simultaneous publication is worthy of attention, because it illustrates and emphasises, in a very significant manner, the changed and changing opinions of the Western world (especially those of the United States) with regard to Japan. Each has for its object the education and direction of public opinion to a school of realistic thought, involving a complete negation of the international idealism which, until quite recently, prevailed in the high places of world politics.

* * *

They indicate a general and increasing recognition of the long-obscured truth, that the basic problem of Asia lies ever in the struggle for food; in other words, that for the larger Asiatic nations and especially for China and Japan, it is a problem, resultant from the pressure of population upon available means of subsistence, which, in the absence of systematic population control, must inevitably produce recurring causes of conflict. The process which has deprived China of Manchuria, Mongolia, and other outlying dependencies, is a process of gravitation, directly due to the increasing urgency of Japan's food problem. The population of Japan has doubled itself in the last sixty years as the result of her new economic organisation; active and self-helping, the nation has always been prepared to face the risks of war, even against odds, rather than surrender the position, won by war, in the fertile regions north of the Great Wall, without which they cannot hope to survive. They ran that risk at Geneva in 1931.

* * *

Nothing succeeds like success. These books all point to a remarkable change in the winds political that blow towards Japan, a notable consensus of opinion that it is now to the interest of civilisation to regard her as "the stabilishing power" in East Asia, a nation possessed (as Theodore Roosevelt once declared) "of a civilisation in some respects higher than our own." Mr. Julian Grande, a journalist who for twelve years served as the "Daily Telegraph's" correspondent accredited to the League of Nations, is now convinced, after visiting the Far East, that "if the League had not meddled in the Manchurian affair, but left it to China and Japan to settle," all might have been well. In his opinion the English people would now be well advised to "renew existing bases for friendship" with their former ally, and come to a working understanding with her where economic interests conflict.

Mr. Scherer, who knows Japan thoroughly, declares that one of the aims of his book is to dispel the ignorance which prevails in the United States and to persuade his fellow-countrymen that American co-operation with Japan affords the only hope of stability in Eastern Asia; in his own words, that "any policy which disregards the one strong and stable nation in Asia, can only perpetuate the weakness and insecurity which are the source of Asia's troubles now." His work contains a vast amount of general and statistical information, all indicative of the phenomenal advance of Japan as an industrial nation since the war, the result of highly-efficient organisation and scientific methods which, in their turn, are the results of an unrivalled system of national and technical education. He too considers that "the moment is propitious for England to make some gesture significant of the friendship which she undoubtedly still feels for Japan." Moreover, he holds that "the sooner Japan's full-grown stature is recognised the better for everybody concerned."

* * *

As to America's future relations with Japan, he would have them conducted on the lines laid down long ago by Theodore Roosevelt, "minding our own business and cooperating with her in building up order and purchasing-power on the Asian mainland." As regards Japan herself, he realises that "so many big things have happened to her in the last two or three years that she must formulate new policies to meet the changed conditions." The problems of the farmer class, in particular, are urgent; unemployment is increasing, while the working population in 1950 will exceed that of 1930 by over ten millions.

* * *

The group of American writers who, under the auspices of the Institute of Pacific Relations, have set forth their views on Far Eastern questions in "Empire in the East," includes few names that are familiar to English readers. Pearl Buck contributes an article on the missionary problem, and Owen Lattimore writes instructively on "China and the Barbarians"; for the rest, the purpose of the book, as announced by its New York publishers, is to present a re-appraisal of the aims and methods of America's advance into (or Empire of) the East, "a change in our traditional attitude toward China and Japan being now forced upon us by the pressure of irresistible economic and social forces." From the editorial preface contributed by Mr. Joseph Barnes one gathers that many Americans—especially amongst the highbrows—have now begun to question "the imperial destiny of their nation"; the general keynote of this symposium is one of doubts and misgivings as to the advantages of that "imperial expansion," which has been the aim of "the agents of Empire, our missionaries, our diplomats, and our business men." Some of the contributors consider that the process of imperialism is likely to continue, but the idea that it must necessarily conflict with Japan's expansion is no longer fashionable.

"Japan Goes Ahead"

South Slav Herald, Yugoslavia, Feb. 16, 1935

Japan's recent advent into some of the accepted markets of the other great industrial powers, and her conquest of these markets in several instances, has led to a great deal of uninformed criticism of the means by which the Japanese have progressed. As far as the economic field is concerned, these questions are ably answered in "*Japan's Advance*" by James A. B. Scherer the most up-to-date review in English of how the Japanese industrial revolution has been achieved.

Naturally perhaps the author holds a brief for the Japanese case, but he nevertheless convinces that much of the current criticism of Japanese labour conditions is unfounded. It is not that the standard of Japanese life is *lower* but that it is *cheaper*. "Transplant a Japanese millhand to Lancashire, give him an iron bed with a soft mattress, put him on a ration of bread and butter, beefsteak, coffee and cream, and he will go on strike, demanding Japanese bedding spread on a matted floor, and a ration of fish, rice and vegetables which, to him, are more palatable and wholesome. It is the misfortune of the British and American mill owner that his standard calls for higher-priced materials than the Japanese, that is all."

"The Drama of the Pacific"

Par le Major R. V. C. Bodley, The Hokuseido Press, Kanda, Tokyo.

L'auteur met en sous-titre "Traité des problèmes immédiats qui préoccupent le Japon dans le Pacifique." Parti originairement pour écrire un gros livre sur le Pacifique, l'auteur est forcé par l'ampleur du sujet à se limiter au côté japonais du grand problème du Pacifique. Il montre comment le rôle est venu à jouer le grand rôle qu'est le sien. Il consacre aux Iles sous mandat japonais un exposé très intéressant.

—Journal des Nations, Genève

內 容 見 本

THE FOURTEENTH CENTURY

POETRY

Reappearance of alliterative verse.

PEARL, Allegory of a father's grief over the death of a child. Twelve line stanza of four accents. Sincere feeling, mature handling of poetical technique.

CLEANNESS and *PATIENCE* enforce moral lessons through Biblical narrative.

PIERS PLOWMAN. An alliterative poem, late 14th century; formerly ascribed to William Langland or Langley. Indignance at vice of the times. Not inspiring poetry, though full of good scenes. Sincere piety; attacks vices of court, exalts humble Christian virtues. Lacks construction. The last great alliterative poem.

PROSE

WYCLIF (c. 1320-1384.) Important for his translation of the Bible into English (the extent of his translation not definitely known).

TRAVELS OF SIR JOHN MANDEVILLE. A fictitious account of travels, compiled from numerous books and sources. Originally written in French.

Many other translations were pointing the way toward the development of English prose, which remained vague and awkward in expression long after poetry was well developed.

POETRY OF SCOTLAND

The Scotch at this time were enemies of the English. National heroes were Wallace, Douglas, Bruce, who was the subject of the epic poem *Bruce* (1375) by Barbour. Octosyllabic line, in couplets. The great national poem of Scotland's struggle for independence. "Blind Harry's" *Wallace* of the same type.

JOHN GOWER (c. 1325-1408). Early works in Latin and French. *Confessio Amantis* a very long poem on the subject of love, containing over 100 stories—the largest compilation yet made in English. Allegorical, moral. Octosyllabic couplet. Not a great poet.

Suggested Reading:

From *Pearl;* McCallum, pp. 217-37.
From *Piers Plowman;* Shafer, vol. 1, pp. 74-6.
(Translation in McCallum, pp. 237-40)
From *Confessio Amantis,* Bk. 3; Ward, vol. 1, pp. 109-10.

GEOFFREY CHAUCER

(c. 1340-1400)

Chaucer's writing important in helping to fix the dialect of London as the standard of the English language (King's English).

Chaucer's extraordinary ability in the picturing of character and in accurate observation, his introduction of the ten syllable line into English and of the seven line stanza (Chaucerian stanza or rime royal) should be remembered.

EARLY WORKS: *Romaunt of the Rose,* an allegorical love poem translated from the French of Guillame de Lorris and Jean de Meung.

Boke of the Duchesse, adapted from the French poem by Froissart. An allegory (presented as a dream) on the occasion of the death of John of Gaunt's wife.

MIDDLE PERIOD: *Hous of Fame* (c. 1379) his most pretentious allegory, in which he meets famous poets of the past. Influenced by Dante, Virgil.

Parlement of Foules (c. 1382) celebrates the marriage of Richard II, following models of allegory from Italian (Dante, Boccaccio) and French.

Legende of Goode Women (c. 1385). Only the prologue is allegorical. Shows his growing preference for the real rather than artificial.

Troilus and Criseyde (c. 1383). Partly translated from Italian of Boccaccio's *Il Filostrato,* but changed and expanded, with emphasis upon characterization. Delightful humour, powerful dramatic irony, fine rendering of pathos, and shows tremendous progress in art and technique of English poetry.

Canterbury Tales. A collection of unrelated stories, held together by a plot which connects the story tellers. Only 24 of 120 stories planned were written. Dramatic contrast in characterizations of the Canterbury pilgrims. Each pilgrim was to tell stories appropriate to his character. Types of stories included: tragedies, fables, legends of saints, romances, stories from the classics, stories in which the droll sexual element is stressed. Realistic picture of contemporary manners and classes of society.

Miscellaneous works include many lyrics following the forms of French poetry; prose works: translation of *de Consolatione* of Boethius (see mention of Alfred's translation above), and *Treatise on the Astrolabe* which shows Chaucer's interest in astronomy.

Suggested Reading:

From *Canterbury Tales;* Oxford edition (Skeat), pp. 419-30.
From *Troilus and Criseyde;* ibid., Bk. III, st. 250-3, p. 272.
Merciles Beaute; ibid., p. 121.

◉第一面に掲げた寫眞ルーマニアのヴオロンテ教會——、實際は何う讀むのか知らないが、假にフランス語風に讀んで置く——なるものは建築としても變つて居るが、外側の壁が全面に亙つて壁畫を以て飾られて居ると云ふ事は珍らしい事である。短い記事が附くのだが、紙面の都合上來月號に割愛する事とした。世界最大最古の樹木として米國加州のレツドウツドと云ふのが普通あげられて居て、一番大きい木の地上少しの所の幹をくりぬいて馬車が其中を通つて居る畫や寫眞があげられて居たり、又は年輪を數へる事二千にも及ぶものは其年輪の發達狀況に依つて以て、キリスト以前の時代からの世界の氣候其他に關するインフオメーシヨンを其中に包藏して居るなどゝ云はれたりして居るが、三面にかゝげたメキシコのイトスギに至つては周廻一七五呎五千年乃至一萬年の樹齡を數へるものとされて居る。若し然うとすれば、エヂプト史でも初期の時代から今に至るまでの自然界の歷史が其年輪に語られて居るだらうが、恐らく世界最古の生物だらうとされて居る。同く米國南部の一州ルイジアナの岩鹽發掘の寫眞も面白いと思ふ。海底下の岩鹽をダイナマイトと電氣動力でもつて採鑛して居る事は一寸我々の想像の及ばない所である。

◉ハーバートコーレイ氏の米國海軍政策に關する論文はバード少將の南極探險記と同く本號にもつて完結しないで、まだまだ來月號まで繼續せられる事になつた。先月號でも云つた樣に、英、米兩國の立場を知る事は、自分の立場をヨリよく知る事であると云ふ意味に於て讀むべきものと思ふ。

◉第六面所載の英國批評家ブランド氏の論ずる所の日本に關する三册の近刊批評は、一册は我出版部發行のものであるが—— 如何に極東問題に關する歐米の態度が變化したかまた變りつゝあるかを示すものとして興味深い。評者ブランド氏は必らずしも親日家でない、其批評中一、二箇所我々に取つて辛辣なる言葉を見出す。然るに氏は氏の批評せんとする著者が何れも極東現下の狀勢が、歐米諸國の對極東及び對日態度に於て更改を要求しつゝある事を論じた點を强調して居るのは注目に價する。日本の極東に於ける新しき位置と相應じて米國の帝國主義的極東政策が改訂を受くべきだとする議論は注目すべき第二點であらう。

◉出版部では英米を通じて未だ無き「英米文學概要」なる英米文學研究の案として便利此上もない良書を出さうとして居る。著者は東京帝大講師兼立教大學教授スミス氏で出版の上は研究者が須臾も座右を離すべからざるものとなるだらうと云つて居る。

(第三種郵便物認可) 昭和七年七月九日 昭和十年三月廿五日印刷 昭和十年四月一日發行 (毎月一日發行) 發行兼印刷人 中土義敬 印刷所 北星堂印刷所 發行所 東京市神田區錦町三ノ十二 振替東京一六〇二四番 北星堂 (電話神田一四二九番) 一部三錢 送料五厘 四ヶ月分前金四十錢