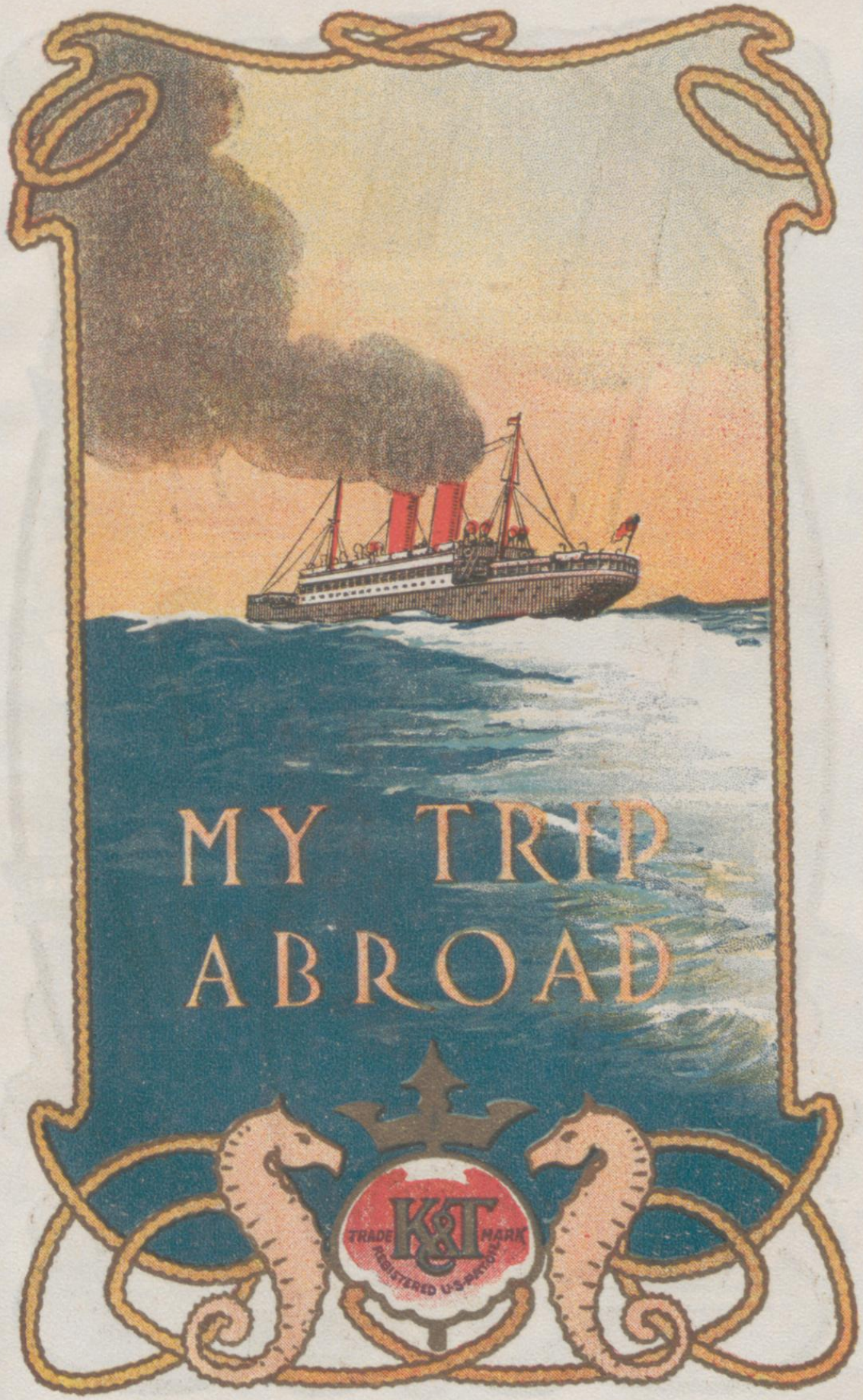
MY TRIP ABROAD

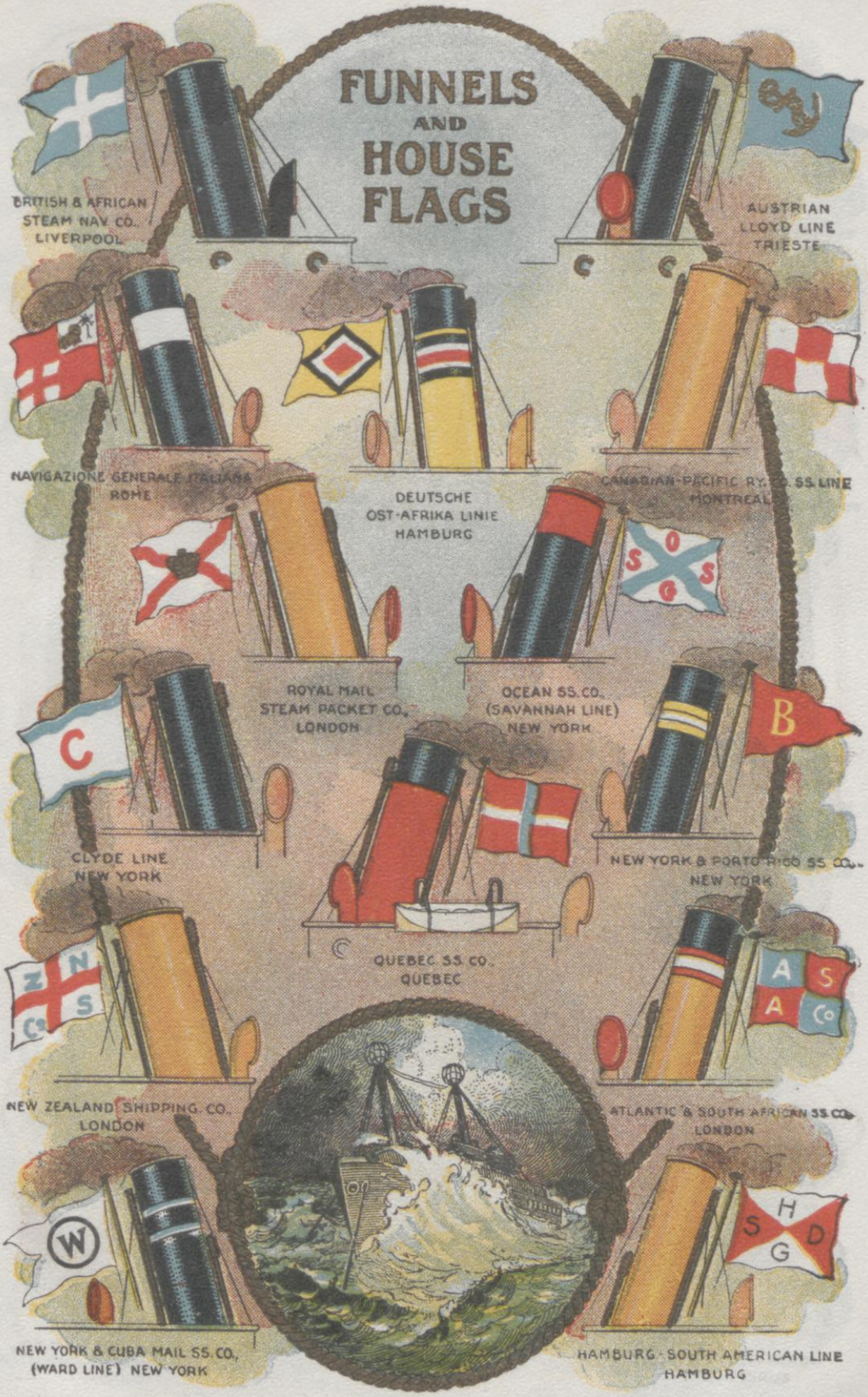
50

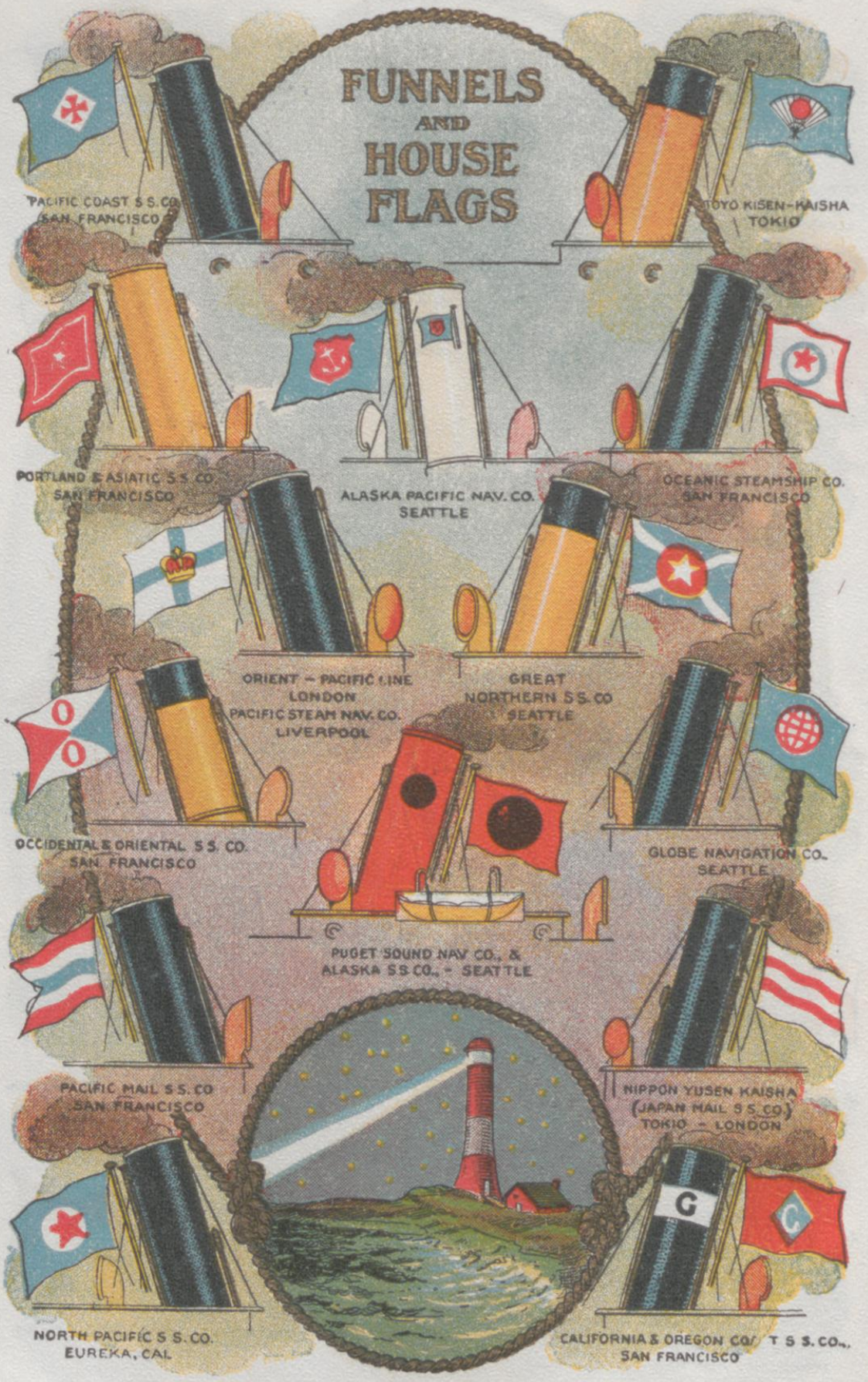
Visit of Am. women
by ship to Italy
France in 1924
OK – some pages
removed

Sara Walter Trauel Gy
B. Alt Westerfield Sc.

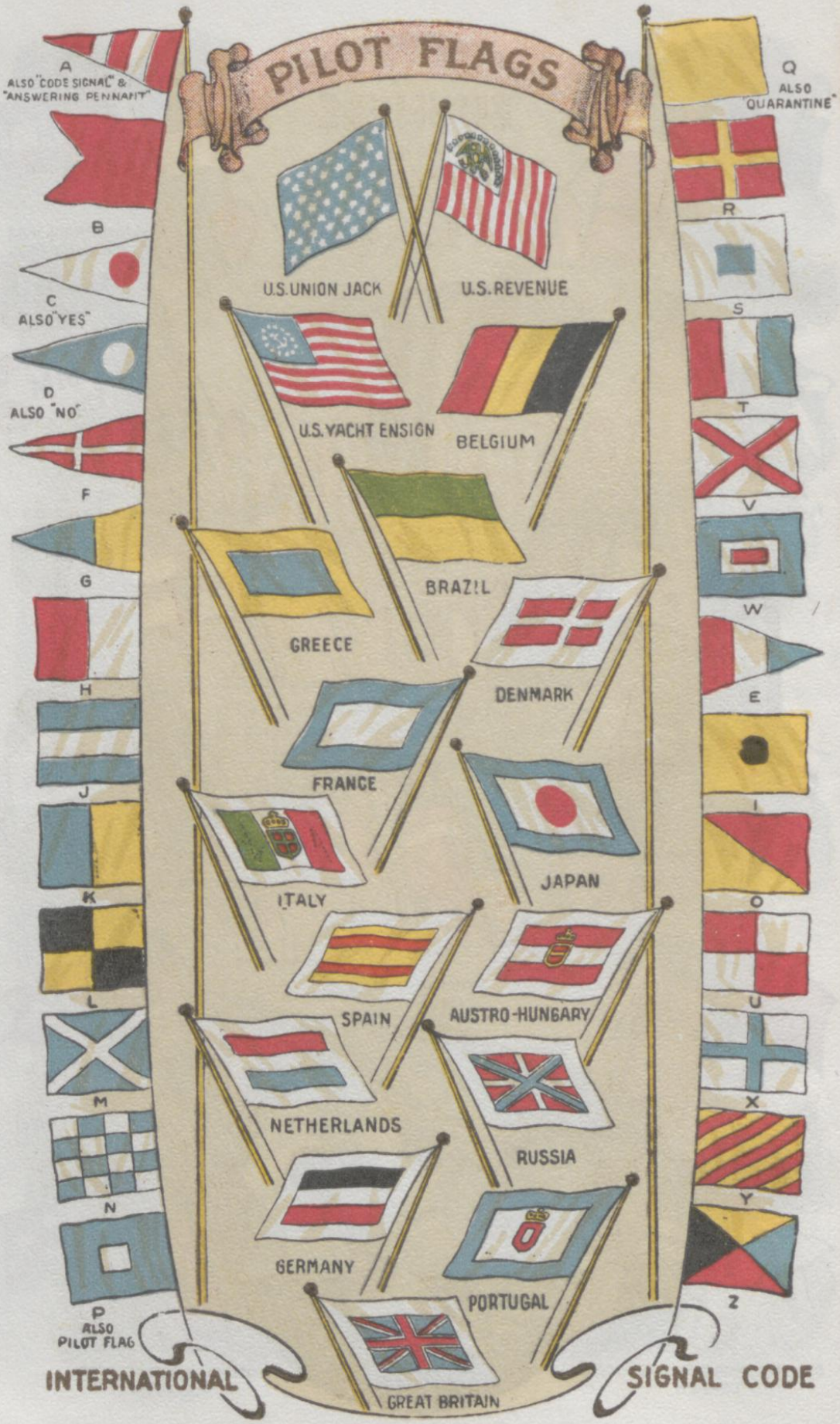



FUNNELS
AND
HOUSE FLAGS
OF PRINCIPAL
ATLANTIC
LINES
INTERNAT'L. NAV. CO.
AMERICAN RED STAR
ATLANTIC
TRANSPORT
FRENCH
Cie Gle
Transatlantique
NORTH
GERMAN
LLOYD
HAMBURG-
AMERICAN
EXPRESS
(REGULAR SERVICE
HAS BLACK FUNNELS)
CUNARD LINE
SCANDINAVIAN
AMERICAN
BRISTOL
WHITE STAR
N.A.S.M.
NETHERLANDS
ANCHOR
WILSON


FUNNELS AND HOUSE FLAGS
BRITISH & AFRICAN STEAM NAV. CO. LIVERPOOL
AUSTRIAN LLOYD LINE TRIESTE
NAVIGAZIONE GENERALE ITALIANA ROME
DEUTSCHE OST-AFRIKA LINIE HAMBURG
CANADIAN-PACIFIC RY. & SS. LINE MONTREAL
ROYAL MAIL STEAM PACKET CO. LONDON
OCEAN SS. CO. (SAVANNAH LINE) NEW YORK
CLYDE LINE NEW YORK
NEW YORK & PORTO RICO SS. CO. NEW YORK
QUEBEC SS. CO. QUEBEC
NEW ZEALAND SHIPPING CO. LONDON
ATLANTIC & SOUTH AFRICAN SS. CO. LONDON
NEW YORK & CUBA MAIL SS. CO. (WARD LINE) NEW YORK
HAMBURG-SOUTH AMERICAN LINE HAMBURG

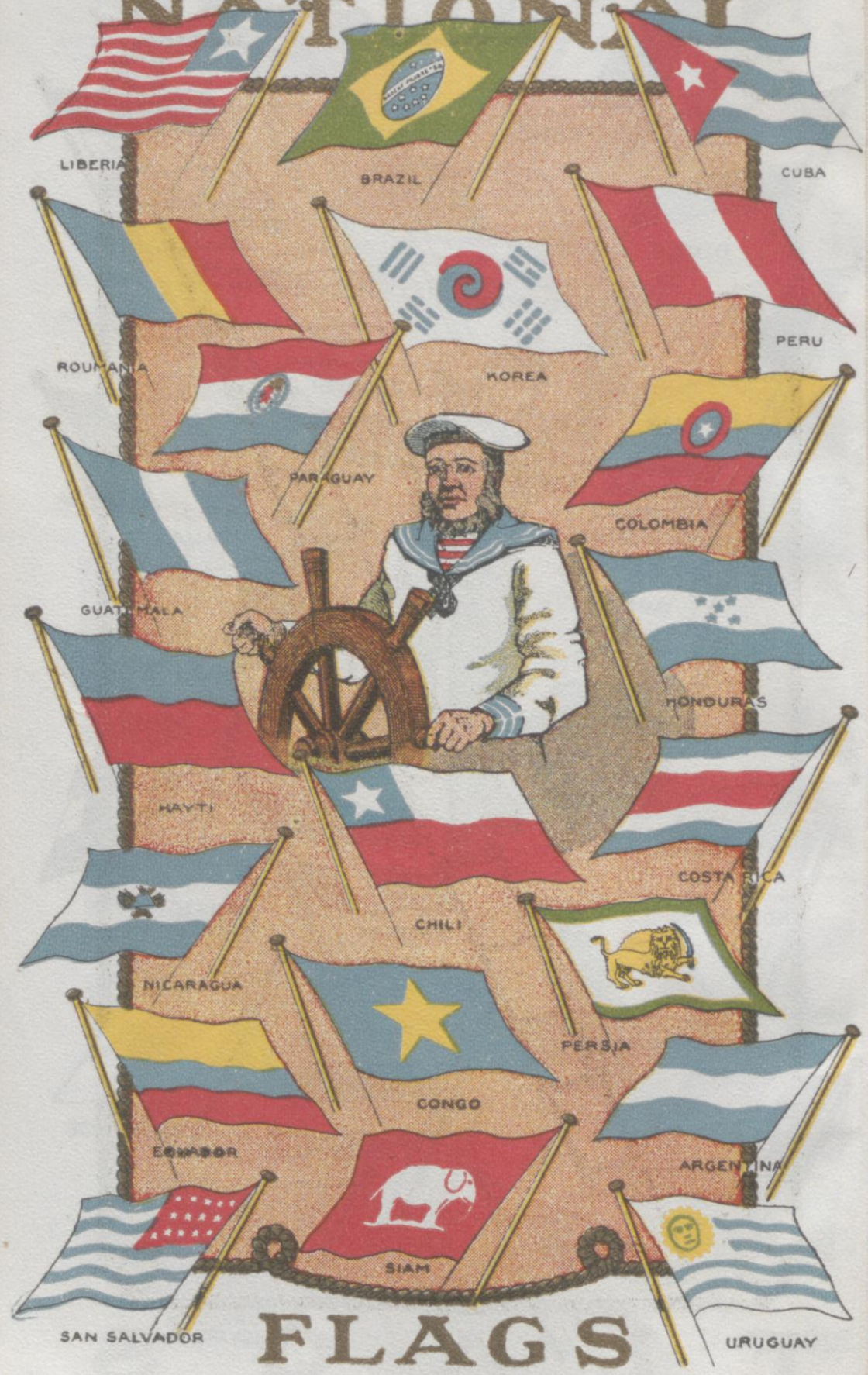

FUNNELS
AND
HOUSE
FLAGS
PACIFIC COAST S.S. CO.
SAN FRANCISCO
TOYO KISEN-KAISHA
TOKIO
PORTLAND & ASIATIC S.S. CO.
SAN FRANCISCO
ALASKA PACIFIC NAV. CO.
SEATTLE
OCEANIC STEAMSHIP CO.
SAN FRANCISCO
ORIENT – PACIFIC LINE
LONDON
PACIFIC STEAM NAV. CO.
LIVERPOOL
GREAT
NORTHERN S.S. CO
SEATTLE
OCCIDENTAL & ORIENTAL S.S. CO.
SAN FRANCISCO
GLOBE NAVIGATION CO.
SEATTLE
PUGET SOUND NAV CO., &
ALASKA S.S. CO., - SEATTLE
PACIFIC MAIL S.S. CO
SAN FRANCISCO
NIPPON YUSEN KAISHA
(JAPAN MAIL S.S. CO.)
TOKIO – LONDON
G
C
NORTH PACIFIC S.S. CO.
EUREKA, CAL
CALIFORNIA & OREGON COAST S.S. CO.,
SAN FRANCISCO


FUNNELS AND HOUSE FLAGS
ALLAN LINE GLASGOW
L-H
LAMPORT & HOLT LINE, LIVERPOOL
MM
ZEELAND STEAMSHIP CO FLUSHING - QUEENSBOROUGH
PENINSULAR & ORIENTAL STEAM NAVIGATION CO LONDON
COMPAGNIE DES MESSAGERIES MARITIMES PARIS, MARSEILLES
MITSU BISHI CO. TOKIO
IMPERIAL DIRECT WEST-INDIA MAIL SERVICE CO
OSAKA SHOSEN KAISHA OSAKA, JAPAN
MITSUI BUSSAN KAISHA TOKIO - LONDON
DOMINION LINE LIVERPOOL
BIBBY LINE LIVERPOOL
PRINCE LINE, NEW CASTLE
BRITISH INDIA STEAM NAV. CO., LONDON
UNION CASTLE LINE LONDON


PILOT FLAGS
A
ALSO "CODE SIGNAL" & "ANSWERING PENNANT"
B
C
ALSO "YES"
D
ALSO "NO"
F
G
H
J
K
L
M
N
P
ALSO PILOT FLAG
Q
ALSO "QUARANTINE"
R
S
T
V
W
E
I
O
U
X
Y
Z
U.S. UNION JACK
U.S. REVENUE
U.S. YACHT ENSIGN
BELGIUM
BRAZIL
GREECE
DENMARK
FRANCE
JAPAN
ITALY
SPAIN
AUSTRO-HUNGARY
NETHERLANDS
RUSSIA
GERMANY
PORTUGAL
GREAT BRITAIN
INTERNATIONAL
SIGNAL CODE

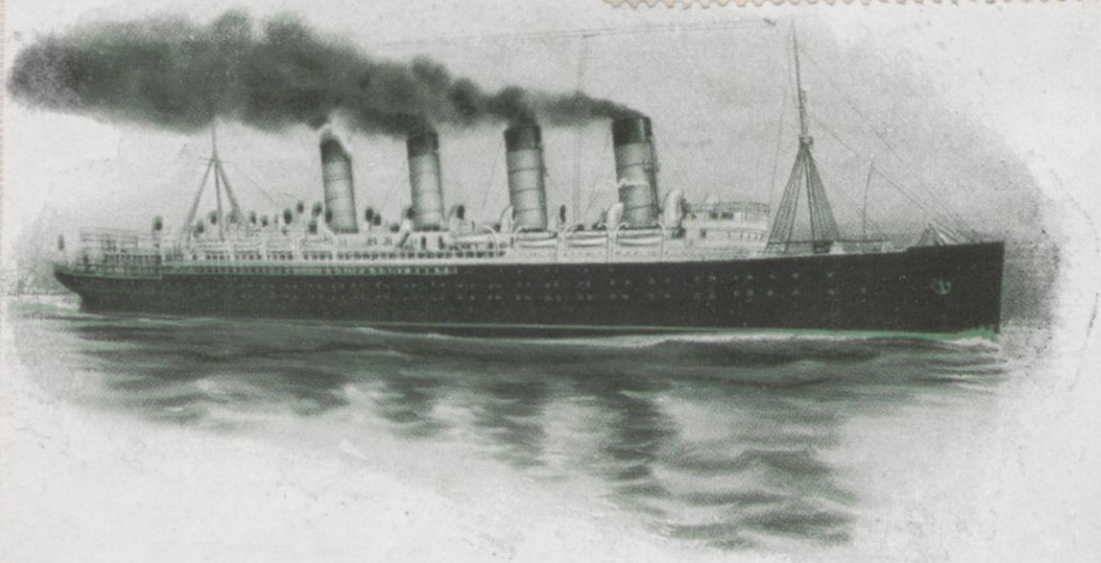

NATIONAL
FRENCH
BRITISH
DUTCH
GERMAN
UNITED STATES
SPANISH
BELGIAN
ITALIAN
GREEK
PORTUGUESE
RUSSIAN
NORWEGIAN
SWEDISH
AUSTRO-HUNGARIAN
MEXICAN
VENEZUELAN
JAPANESE
DANISH
CHINESE
TURKISH & EGYPTIAN
FLAGS

NATIONAL



FLAGS

MY TRIP ABROAD



NEW YORK

FORETELLING THE WEATHER
WITH AN
ANEROID BAROMETER.

A RISING BAROMETER.

A rapid rise indicates unsettled weather.

A gradual rise indicates settled weather.

A rise with dry air and cold increasing in Summer indicates wind from the northward; and if rain has fallen, better weather may be expected.

A rise with moist air and a low temperature indicates wind and rain from the northward.

A rise with southerly winds indicates fine weather.

A STEADY BAROMETER.

With dry air and seasonable temperature indicates a continuance of very fine weather.

A FALLING BAROMETER.

A rapid fall indicates stormy weather.

A rapid fall with westerly wind indicates stormy weather from the northward.

A fall with a northerly wind indicates storm, with rain and hail in Summer, and snow in Winter.

A fall with increased moisture in the air, and heat increasing, indicates wind and rain from the southward.

A fall with dry air and cold increasing in Winter indicates snow.

A fall after very calm and warm weather indicates rain with squally weather.

The barometer rises for northerly winds, including from northwest by north to the eastward for dry, or less wet weather, for less wind, or for more than one of these changes, except on a few occasions, when rain, hail, or snow comes from the northward with strong wind.

The barometer falls for southerly wind, including from southeast by south to the westward, for wet weather, for stronger wind or for more than one of these changes, except on a few occasions, when moderate wind, with rain or snow, comes from the northward.

DISTANCES AT WHICH OBJECTS ARE VISIBLE AT SEA AT VARYING ELEVATIONS

Elevation Feet	Miles Visible	Elevation Feet	Miles Visible
1	1.31	50	9.35
5	2.96	70	11.07
10	4.18	100	13.23
20	5.92	500	29.58
40	8.37	1,000	33.41

LATITUDE AND LONGITUDE

FROM GREENWICH

	° ′ ″	H. M. S.
Aden	12 46 40 N.	2 59 55.8 E.
Athens	37 58 21 N.	1 34 54.9 E.
Berlin	52 30 17 N.	0 53 34.9 E.
Bermuda, Dock Yard	32 19 24 N.	4 19 18.3 W
Bombay	18 53 45 N.	4 51 15.7 E.
Boston State House	42 21 28 N.	4 44 15.3 W.
Calcutta	22 33 25 N.	5 53 20.7 E.
Canton	23 6 35 N.	7 33 46.3 E.
Cherbourg	49 38 54 N.	0 6 32.5 W.
Constantinople	41 0 30 N.	1 56 3.7 E.
Copenhagen	55 41 13 N.	0 50 18.8 E.
Dublin	53 23 13 N.	0 25 21.1 W.
Florence	43 46 4 N.	0 45 1.5 E.
Glasgow	55 52 43 N.	0 17 10.6 W.
Gibraltar	36 6 30 N.	0 21 23.3 W.
Greenwich	51 28 38 N.	0 0 0.0 —
Halifax	44 39 38 N.	4 14 21.1 W.
Hamburg	53 33 7 N.	0 39 53.8 E.
Havana	23 9 21 N.	5 29 26.0 W.
Hong Kong	22 18 12 N.	7 36 41.9 E.
Honolulu (Reef Light)	21 17 55 N.	10 31 28.0 W.
Key West Light	24 32 58 N.	5 27 12.3 W.
Kingston	17 57 41 N.	5 7 10.7 W.
Lisbon	38 42 31 N.	0 36 44.7 W.
Liverpool	53 24 5 N.	0 12 17.3 W.
Madrid	40 24 30 N.	0 14 45.4 W.
Manila Light	14 35 25 N.	8 3 50.0 E.
Marseilles	43 18 18 N.	0 21 34.6 E.
Melbourne	37 49 53 S.	9 39 54.1 E.
New Orleans (Mint)	29 57 46 N.	6 0 13.9 W.
Paris	48 50 12 N.	0 9 20.9 E.
Pensacola Light	30 20 47 N.	5 49 14.1 W.
Philadelphia	39 57 7 N.	5 0 38.5 W.
Portland, Me	43 39 28 N.	4 41 1.2 W.
Quebec	46 47 59 N.	4 44 52.6 W.
Rome	41 53 54 N.	0 49 55.6 E.
Sandy Hook Light	40 27 40 N.	4 56 0.6 W.
San Francisco	37 47 28 N.	8 9 42.8 W.
Shanghai	31 14 42 N.	8 5 55.7 E.
St. John's	47 34 2 N.	3 30 43.6 W.
St. Petersburg	59 56 30 N.	2 1 13.5 E.
Stockholm	59 20 33 N.	1 12 14.0 E.
Sydney	33 51 41 S.	10 4 49.5 E.
Tokio	35 39 17 N.	9 18 58.0 E.
Venice	45 26 10 N.	0 49 22.1 E.
Vienna	48 13 55 N.	1 5 21.5 E.
Yokohama	35 26 24 N.	9 18 36.9 E.

VALUE OF FOREIGN COINS

The coins of Silver Standard countries are valued by their pure silver contents at the average market price of silver for three months preceding January 1st, 1907.

COUNTRY	STANDARD	UNIT	Value in U. S. Gold
Argent. R.	Gold	Peso	$0.96,5
Austria-H.	Gold	Crown	.20,3
Belgium	Gold	Franc.	.19,3
Bolivia	Silver	Boliviano	.51,0
Brazil	Gold	Milreis	.54,6
Canada	Gold	Dollar	1.00
Chili	Gold	Peso	.36,5
China	Silver	Tael (Shanghai)	.76,3
		Tael (Haikwan (Customs))	.85,0
Colombia	Gold	Dollar.	1.00
Costa Rica	Gold	Colon	.46,5
Denmark	Gold	Crown	.26,8
Ecuador	Gold	Sucre	.48,7
Egypt	Gold	Pound (100 piasters)	4.94,3
Finland	Gold	Mark	.19,3
France	Gold	Franc	.19,3
German Emp.	Gold	Mark	.23,8
Gt. Britain	Gold	Pound Sterling	4.86,6½
Greece	Gold	Drachma	.19,3
Hayti	Gold	Gourde	.96,5
India	Gold	Pound Sterling	4.86,6½
Italy	Gold	Lira	.19,3
Japan	Gold	Yen	.49,8
Mexico	Gold	Peso	.49,8
Netherlands	Gold	Florin	.40,2
N'foundland	Gold	Dollar	1.01,4
Norway	Gold	Crown	.26,8
Panama	Gold	Balboa	1.00,0
Persia	Silver	Kran	.09,4
Peru	Gold	Libra	4.86,6½
Phillipine Is.	Gold	Peso	.50
Portugal	Gold	Milreis	1.08
Russia	Gold	Ruble.	.51,5
Spain	Gold	Peseta	.19,3
Sweden	Gold	Crown	.26,8
Switzerland	Gold	Franc	.19,3
Turkey	Gold	Piaster	.04,4
Uruguay	Gold	Peso	1.03,4
Venezuela	Gold	Bolivar	.19,3

MAIL TIME AND DISTANCES

FROM

NEW YORK CITY

By Postal Routes	Statute Miles	Days
Adelaide, *via* San Francisco	12,845	34
Alexandria, *via* London	6,150	13
Amsterdam " "	3,985	9
Antwerp, " "	4,000	9
Athens, " "	5,655	12
Bahia, Brazil	5,870	21
Bangkok, Siam, *via* San Francisco	12,990	43
Bangkok, Siam, *via* London	13,125	41
Batavia, Java, *via* London	12,800	34
Berlin	4,385	9
Bombay, *via* London	9,765	24
Bremen	4,235	8
Buenos Ayres	8,045	29
Calcutta, *via* London	11,120	26
Cape Town, *via* London	11,245	27
Constantinople, *via* London	5,810	11
Florence, *via* London	4,800	10
Glasgow	3,375	10
Greytown, *via* New Orleans	2,810	7
Halifax, N. S.	645	2
Hamburg	4,820	9
Havana	1,366	3
Hong Kong, *via* San Francisco	10,580	25
Honolulu, *via* San Francisco	5,645	13
Liverpool	3,540	8
London	3,740	8
Madrid, *via* London	4,925	9
Melbourne, *via* San Francisco	12,265	32
Mexico City (railroad)	3,750	5
Panama	2,355	7
Paris	4,020	8
Rio de Janeiro	6,204	23
Rome, *via* London	5,030	9
Rotterdam, *via* London	3,935	9
St. Petersburg, *via* London	5,370	10
Shanghai, *via* San Francisco	9,920	25
Shanghai, *via* London	14,745	45
Stockholm, *via* London	4,975	10
Sydney, *via* San Francisco	11,570	26
Valparaiso, *via* Panama	5,910	37
Vienna	4,740	10
Yokohama, *via* San Francisco	7,348	20

DIFFERENCE IN TIME

When It Is 12 o'clock Noon in New York Standard Time		
IT IS AT		
Aden	Arabia	8.00 P. M.
Amsterdam	Holland	5.20 P. M.
Athens	Greece	6.35 P. M.
Berlin	Germany	5.54 P. M.
Bombay	India	9.51 P. M.
Bremen	Germany	5.33 P. M.
Constantinople	Turkey	6.56 P. M.
Copenhagen	Denmark	5.50 P. M.
Dublin	Ireland	4.34 P. M.
Hamburg	Germany	5.10 P. M.
Havre	France	5.00 P. M.
Hong Kong	China	*12.37 A. M.
Honolulu	Hawaii	6.29 A. M.
Liverpool	England	4.48 P. M.
London	England	5.00 P. M.
Madrid	Spain	4.45 P. M.
Manila	Philippine Islands	*1.04 A. M.
Melbourne	Australia	*2.40 A. M.
Paris	France	5.09 P. M.
Rome	Italy	5.50 P. M.
Stockholm	Sweden	6.12 P. M.
St. Petersburg	Russia	7.01 P. M.
Vienna	Austria	6.06 P. M.
Yokohama	Japan	*2.19 A. M.

*Next day.

For comparative time when twelve noon at Greenwich, see map in back of book.

WATCH AS A COMPASS

Point the hour hand of the watch to the sun, and south is exactly half way between the hour hand and the XII on the watch; e. g., assuming it is 9 o'clock, point the hour hand (indicating nine) to the sun, and the point half way between X and XI is due south; or assume that it is 4 o'clock, point the hour-hand to the sun and the figures II indicate south.

THE MARINERS COMPASS

The invention of the compass was formerly placed about the year 1392, when it is supposed to have been discovered by Flavio Gioja, a native of Amalfi in the South of Italy. However, this is uncertain because it is known to have been in use in Europe in the 12th century, and there are indications that in some manner a magnetic needle was used by the Chinese 2000 years before.

The compass of Flavio Gioja's design was divided into only 8 points, and evidently was of very rude construction, as many of the Portuguese for years afterwards continued to steer by the coast.

The discovery of that quality of the compass known as "Variation" is attributed to Columbus on his voyage of discovery in 1492. As recently as the 18th century the compass was very indifferently made and used and even up to the present day there still remains much room for improvement in many respects. No navigator is satisfied to place implicit faith in his compasses no matter how carefully they may have been adjusted either by himself or by an expert adjuster. Frequent observations are made at every opportunity at sea to determine its accuracy with the aid of a Pelorus and Sextant and other scientific instruments and methods contrived for this purpose.

A mariners compass consists of three parts. The needle, the card, and the bowl. The needle, or needles, are set in a frame on which the card is mounted, and the whole is supported by a pivot in a bowl which is air tight and filled with non-freezing liquid. The idea of the liquid is to prevent the compass card from swinging as the vessel rolls or pitches in a seaway.

The face of the card is divided into 32 points, each subdivided into eighths, and around the extreme edge of the card the degrees of the circle are marked, these marks are numbered from zero at North and South to 90 at East and West. In modern compasses the degree divisions of the card are numbered from zero at North completely around the circumference of the card to 360 in the same direction as the hands of a clock revolve. By adopting this system of compass it is assumed that mistakes are less liable to occur in the transmission of an order concerning the course from one person to another on board ship. Aside from this improvement it also has other advantages which it is believed by many authorities on the subject will justify the change from the old to the new system of designating the points of the compass.

VARIATION OF THE COMPASS

The needle of the compass when uninfluenced by the iron in the ship points to the Magnetic North Pole of the Earth.

The North Magnetic Pole is in latitude 70-05° N. and Longitude 96-43° W. and the South Magnetic Pole is in Latitude 73-30° S. and Longitude 47-30° E. They are not diametrically opposite each other as the Geographical or True Poles are.

As the geographical Poles at the North and South ends of the earth and the Magnetic Poles which influence the compass are not in the same locality, there is what is called a Variation of the compass or Magnetic declination.

This variation differs in different parts of the globe and there are points represented on a line running nearly round the earth at which there is no variation at all, i.e., where the compass needle points to both the True and the Magnetic Poles at the same time, or in other words, when both North Poles are in line with the position occupied by an observer there is no variation, and as the point from which they are viewed is altered the variation is increased or diminished in like proportion to the angle between the two poles as they are observed from any point on the earth's surface.

The Variation is plainly marked for all localities on all marine charts for the guidance of navigators when shaping the course of a vessel by compass and a mistake in this calculation would entail troublesome results. There is an annual change in the Variation but this is not great enough to be of any importance to navigators.

To understand the meaning of the Variation clearly glance at the North Star and observe its bearing by compass. The difference between its bearing by compass and the North point of the compass needle is the Variation if the compass is unaffected by any iron or magnetic influence near it.

It was this difference between the True and Compass bearing of the North Star which led to the discovery of the Variation by Columbus.

In North Latitudes the Sun bears True South at noon (Apparent Local Time). A glance at the compass bearing of the Sun at this hour of the day would also demonstrate the meaning of the variation of the compass.

In mid-Atlantic where the variation is about 23 degrees Westerly the Sun would bear about South South-west by compass.

DEVIATION OF THE COMPASS

The compass needle on board a vessel aside from being under the influence of the magnetism of the earth is also under the variable influence of any soft iron that may surround it, as well as the nearly permanent magnetism of the steel hull of which the vessel may be built.

The deflection of the compass needle from the magnetic meridian, in which it should rest, caused by the attraction of the iron and steel in the ship is known as the DEVIATION and may be very great according to the nearness of the disturbing material to the needle.

The deviation is not a constant angle for all positions of the vessel, but varies in accordance with the way a ship heads even in wooden hulls if the iron in her construction or equipment is close enough to the compass to cause a disturbance which it would do at a distance of ten or twelve feet.

For the purpose of ascertaining the error of the compass observations are taken daily on board ship and a deviation card is drawn up in tabulated form showing the condition of the compass on all headings for the guidance of the navigator in navigating the ship.

Every ship has its own deviation card, and therefore a course set, or a bearing taken by a certain compass must have the deviation from the card of that particular compass only applied to it.

These observations are made with a sextant, an azimuth circle which is fitted to the cover of the compass, or an instrument called a Pelorus or Sun Compass. The latter probably is the most popular and satisfactory method and is used in connection with a book published by the various governments and many authors showing the True Bearing of the Sun at all hours of the day in all Latitudes. It is called an Azimuth Table. Without this information at hand sextant observations have to be made to determine the True Bearing of the Sun or the Stars. The True Bearing being known and compared with the Compass Bearing shows the error of the compass for that particular point on which the ship was heading at the time the observation was taken.

A compensated compass, and all compasses are compensated by a professional adjuster as a rule, is one in which the deviation has been rectified or counteracted in a large measure by placing magnets and correctors around it in such a manner that the compass needle points nearly North (and on some headings directly North) for each particular direction of the ships head.

For adjustment of their compasses ships are swung round in a circle with all their weights and stores on board and in their places and the attraction of the ship's iron is reduced to a minimum on all points during the process of swinging, and a card of residual deviations is made up at the same time.

AIDS TO NAVIGATION

Buoys, Beacons, and Channel Marks.

Buoys comprise spar buoys, nun buoys, can buoys, bell buoys, whistling buoys and gas buoys. These are all floating marks. Spindles and Beacons are marks which rest on a solid foundation, frequently on a submerged rock or shoal.

All buoys and beacons and lights have their distinguishing marks and colors by which a mariner with the aid of his lead and soundings may fix his position and pursue a safe course in a fog and in shallow and uncertain waters.

The following order is observed in coloring and numbering buoys along the coasts, or in bays, harbors, sounds, or channels.

In approaching the channel from seaward, RED BUOYS with EVEN NUMBERS are passed on the STARBOARD (RIGHT) hand, and BLACK BUOYS with ODD NUMBERS, are passed on the PORT (LEFT) hand.

Buoys painted with RED and BLACK HORIZONTAL STRIPES are placed on obstructions with channel ways on either side of them, and may be passed on either hand in passing in. Buoys painted with WHITE and BLACK PERPENDICULAR STRIPES are p'aced in mid-channel and must be passed close by to avoid danger.

PERCHES with BALLS, CAGES, ETC., on BUOYS mark turning points, the color and number of the buoy indicating on which side it shall be passed.

NUN BUOYS, properly colored and numbered, are usually placed on the starboard (right) side, and CAN BUOYS on the port (left) side, of channels.

Characteristics of Lighthouse Lights

Fixed. A continuous steady light.

Flashing. (*a*) A single flash at regular intervals.
(*b*) A steady light with total eclipse.

Fixed and Flashing. A fixed light varied at regular intervals by a single flash of greater brilliancy.

Group Flashing. Showing at regular intervals various combinations of flashes.

Occulating. A steady light suddenly and totally eclipsed at regular intervals.

Group Occulating. A steady light suddenly and totally eclipsed by a group of two or more eclipses.

A flash is always shorter than the duration of an eclipse.

An occulation is shorter than or equal to the duration of light.

Lights are characterized as flashing or occulating according to their duration of light and darkness regardless of the type of its illuminating apparatus or brightness.

SOUND SIGNALS FOR FOG, ETC.

A steam vessel under way except when towing or being towed, shall blow a prolonged blast of the whistle every minute.

A steam vessel when towing other vessels, and a vessel employed in laying or picking up a telegraph cable, and a vessel under way which is unable to get out of the way of another vessel shall blow three blasts in succession every minute, viz., one prolonged blast followed by two short blasts. A vessel being towed may give the same signal on the fog horn, and she shall not give any other.

A vessel at anchor shall ring the bell for five seconds every minute.

When a steam vessel hears the fog signal of another vessel forward of her beam the position of which is not absolutely certain, shall, so far as the circumstances of the case permit, stop her engines, and then navigate with caution until all danger of collision is over.

Sailing vessels under way on the starboard tack shall blow one blast; on the port tack two blasts; and with the wind abaft the beam three blasts of the fog horn every minute.

A vessel is said to be on the starboard tack when the wind is on her right side, and on the port tack when the wind is on her left side.

A vessel is said to be close hauled when she is running with the wind as near to the bow as will enable her to make headway.

A vessel is running free when she has the wind abaft her beam or from the direction of her after quarters.

Starting, Stopping, and Backing Signals from the Bridge to the Engineer:

1 bell—ahead slow.
Jingle bell—full speed.
1 bell—slow.
1 bell when working slow ahead means stop.
2 bells when stopped means slow astern.
Jingle bell when working slow astern means full speed astern.
1 bell when working full speed astern means slow astern.
1 bell when working slow astern means stop.
4 bells and a jingle means from full speed ahead to full speed astern.
3 bells and a jingle means from full speed astern to full speed ahead.

In recent years the Engine Room Telegraph system has been adopted on some vessels as a substitute for the bells in signalling the engineer how the engines should be worked. By this device the orders from the bridge are displayed on a dial in front of the engineer and each order is immediately transferred back to the pilot house by means of the telegraph to show that it has been properly understood and executed by the engineer.

GREAT CIRCLE SAILING

A Great Circle Track is the shortest track between two points on the sea. On marine charts, computed on this principle, it is represented by a curved line between the point of departure and a ship's destination. In following this course a vessel is continually heading directly on the place she is bound for. This is not so when a vessel follows the course laid down on an ordinary map. In the latter case she is never heading on the point she is bound for until within a few miles of it. At sea the course of a vessel is altered at frequent intervals to keep her continually on the curve of the Great Circle and thereby following the track of the shortest distance from point to point.

THE LEAD LINE

A contrivance called a "LEAD LINE" is used at sea to determine the depth of water and the character of the bed of the sea under a ship. It is hove over the side of a vessel in the manner of casting a fish line, when a SOUNDING is taken.

A leaden weight is fastened to this line heavy enough to sink it to the bottom in a hundred fathoms of water.

A hole is made in the bottom of this sinker and is filled with grease or tallow to show the character of the bed of the sea where it strikes. The sample which it brings up in the grease is examined, and compared with the character of the bottom, as it is marked on the chart, to determine the ship's position, if any uncertainty exists on this point.

To determine the depth of water, the lead line is cast ahead of a moving vessel; each fathom of the line has its own distinguishing mark to show how deep the water is where the lead rests on the bottom. These marks are read off as the line comes alongside the ship.

The lead line is marked as follows:

2 fathoms.....TWO strips of leather.
3 and 13 fathoms..THREE strips of leather.
5 and 15 fathoms..A white piece of rag.
7 and 17 fathoms..A red rag. Usually a piece of woolen rag so it can be distinguished by feeling it in the dark.
10 fathoms.....A round piece of leather with a hole in it.
20 fathoms.....A piece of line with two knots tide in it.
25 fathoms.....A piece of line with one knot tied in it.
30 fathoms.....A piece of line with three knots tied in it.
35 fathoms.....A piece of line with one knot tied in it.
40 fathoms.....A piece of line with four knots tied in it, and so on up to one hundred fathoms; a piece of line with one knot tied in it is placed in between each even 10 fathom mark above 20 fathoms.

PATENT SOUNDING APPARATUS

A patent sounding apparatus is now in use which indicates the depth of water by means of a tubular gauge fastened on the end of a small steel wire line and which is dropped to the bottom of the sea while the vessel is going full speed.

The depth is determined by measuring the amount of water which enters the tube, and which is forced into it through a small hole as the line drops to the bottom and the pressure increases. The pressure of the water at the depth which the line reaches regulates the amount of water which the tube admits through the hole.

The gauge is cast into the sea and then pulled aboard after it touches the bottom by a reel or a winch in the hands of one of the ships crew.

HOW TO DISTINGUISH LIGHTS

At night a light that is low on the horizon may look like a revolving light when it is not. This is caused by the swell lifting the ship and then dropping her again out of range of the light. At other times a light may be judged to be further away than it really is when the atmosphere is light, and rarified, and out of normal. At times like this when objects can be seen at sea for an unusually long distance bad weather may be expected.

At other times, when the air is thick and heavy, a light may not seem half the distance it really is from the ship. Thick air will also make a white light appear red, and cause a red light to show but a short distance away. In the case of thick weather, also, revolving lights which flash red and then white will show the white only until the ship is close enough to enable the red light to be distinguished.

When the name of a light is uncertain from this or any other cause mariners usually confirm its identity by comparing its bearing with the bearing of other visible objects, and by taking soundings to determine the depth of water and the character of the bed of the sea in the neighborhood where the uncertain light is located. These depths and the quality of the earth at the bed of the sea are marked on all marine charts, and by comparing these records with the nature of the soil picked up with the lead line, and the depth of water the line shows, enables a mariner to pretty closely judge the true character of any light he would probably see from where he believes the vessel is located.

Lights at sea are sometimes mistaken for vessels, and also a rising star may be mistaken for a light. If in doubt when a light is first seen, get as low down as possible; then if the light does not disappear it is a lighthouse or a star; a vessel's light is not powerful enough to show from the edge of the horizon as a star or a lighthouse would,

VISION AT NIGHT

At night it is often difficult to tell how far away the land is, and men's eyes differ greatly in this respect. As a rule low land is nearer than it looks, and high lands and bluffs, because of their deep shadow, are farther away. Also, long gazing at an object, particularly at night, will tire the eye. If an object can not be made out after looking at it for a few minutes, look away from it for a short time, then glance back quickly when a fair estimate of its distance, and its nature, can be judged very closely.

TO TELL THE DISTANCE OF AN ECHO

When close to a cliff or high land, its distance may be approximated by blowing a horn, or a whistle, or by firing a gun. Sound will travel a mile in about six seconds, and the sound must travel to the cliff and back again, so the rule is estimated 500 feet of distance for each second of time between the blast, or the shot, and the echo.

All whistle signals given by a steam vessel at sea must be sounded on an efficient whistle or siren and all signals given by sailing vessels being towed must be sounded on an efficient fog horn.

A steam vessel shall be provided with an efficient whistle or siren so placed that the sound will not be interrupted by any obstruction, and with an efficient fog horn to be sounded by artificial means, and also with an efficient bell. A drum or a gong is used as a substitute for a fog bell on Turkish vessels.

A short blast of the whistle means a blast of about one seconds duration.

A prolonged blast of the whistle shall mean a blast of from 4 to 6 seconds duration.

One blast of the whistle means I am directing my course to the right (starboard).

Two blasts of the whistle means I am directing my course to the left (port).

Three blasts of the whistle means my engines are going full speed astern.

When vessels are approaching each other and either vessel fails to understand the course or intention of the other, the one in doubt must immediately signify the same by giving several short and rapid blasts (not less than four) and both vessels must then slow down or stop until the proper signals are given and understood.

These signals must never be used except when steam vessels are in sight of each other, and the course and position of each can be seen in the day time by a sight of the vessel itself, or by night by seeing its signal lights. When the atmosphere is obscured by fog or otherwise, and vessels can not see each other, fog signals only must be given.

METHOD OF KEEPING TIME

ON

BOARD A SHIP

8.30	A.M.	1 Bell	4.30	P.M.	1 Bell	12.30	A.M.	1 Bell
9.00	"	2 "	5.00	"	2 "	1.00	"	2 "
9.30	"	3 "	5.30	"	3 "	1.30	"	3 "
10.00	"	4 "	6.00	"	4 "	2.00	"	4 "
10.30	"	5 "	6.30	"	5 "	2.30	"	5 "
11 00	"	6 "	7.00	"	6 "	3.00	"	6 "
11.30	"	7 "	7.30	"	7 "	3.30	"	7 "
12.00	Noon	8 "	8.00	"	8 "	4.00	"	8 "
12.30	P.M.	1 "	8.30	"	1 "	4.30	"	1 "
1.00	"	2 "	9.00	"	2 "	5 00	"	2 "
1.30	"	3 "	9.30	"	3 "	5.30	"	3 "
2.00	"	4 "	10.00	"	4 "	6.00	"	4 "
2.30	"	5 "	10.30	"	5 "	6.30	"	5 "
3.00	"	6 "	11.00	"	6 "	7.00	"	6 "
3.30	"	7 "	11.30	"	7 "	7.30	"	7 "
4.00	"	8 "	12.00	Midn.	8 "	8.00	"	8 "

SEA WATCH

Time at sea is counted in watches of four hours each and two of two hours, in order to alternate the watches, arranged as follows:—

First watch	8 P. M.	to	midnight
Middle watch	midnight	"	4 A. M.
Morning watch	4 A. M.	"	8 A. M.
Forenoon watch	8 A. M.	"	noon
Afternoon watch	noon	"	4 P. M.
Dog watches: First	4 P. M.	"	6 P. M.
Dog watches: Second	6 P. M.	"	8 P. M.

POINTS OF THE COMPASS

North	Southeast by East	West, Southwest
North by East	Southeast	West by South
North, Northeast	Southeast by South	West
Northeast by North	South, Southeast	West by North
Northeast	South by East	West, Northwest
Northeast by East	South	Northwest by West
East, Northeast	South by West	Northwest
East by North	South, Southwest	Northwest by North
East	Southwest by South	North, Northwest
East by South	Southwest	North by West
East, Southeast	Southwest by West	North

VELOCITY OF SOUND

In miles for intervals from one to twenty seconds, at the usual summer temperature.

Seconds	Miles	Seconds	Miles
1	.21	11	2.33
2	.42	12	2.54
3	.63	13	2.75
4	.85	14	2.96
5	1.06	15	3.18
6	1.27	16	3.40
7	1.48	17	3 61
8	1.70	18	3.82
9	1.91	19	4.03
10	2.12	20	4.24

The higher the temperature the faster sound travels, i. e., at freezing point sound travels 1083 feet per second, and at 100° F., 1133 feet per second.

This table is for calm weather, and will be found useful to determine distance by sound between the visible phenomena (steam of a whistle or the puff of a gun) and the audible sound. Can also be used to approximate the distance of storms.

COMPARATIVE EXCHANGE VALUES

U. S. A.		England			France Belgium Switz'l'd		Germany		Italy		Holland Austria		Spain		Japan	
$	Cts.	£	s.	d.	Fr.	C.	Mks.	Pf.	Lira	C.	Fl.	C.	Peso.	C.	Yen	Sen
	01			½		5		4		5		2½		5		02
	02			1		10		8		10		5		10		04
	06			3		31		25		31		15				12
	10			5		52		42		52		24		50		20
	20			10	1	00		85	1	00		48	1	00		40
	24	1	0		1	25	1	0	1	25		60				48
	97	4	0		5	00	4	8	5	00	2	40	5	00	1	94
1	22	5	0		6	25	5	10	6	25	3	00			2	44
1	95	8	0		10	00	8	16	10	00	4	80			3	90
2	43	10	0		12	50	10	21	12	50	6	00			4	86
3	89	16	0		20	00	16	32	20	00	9	60	20		7	78
4	38	18	0		22	50	18	36	22	50	10	80			8	76
4	86	1	0	0	25	00	20	42	25	00	12	00	25		9	72

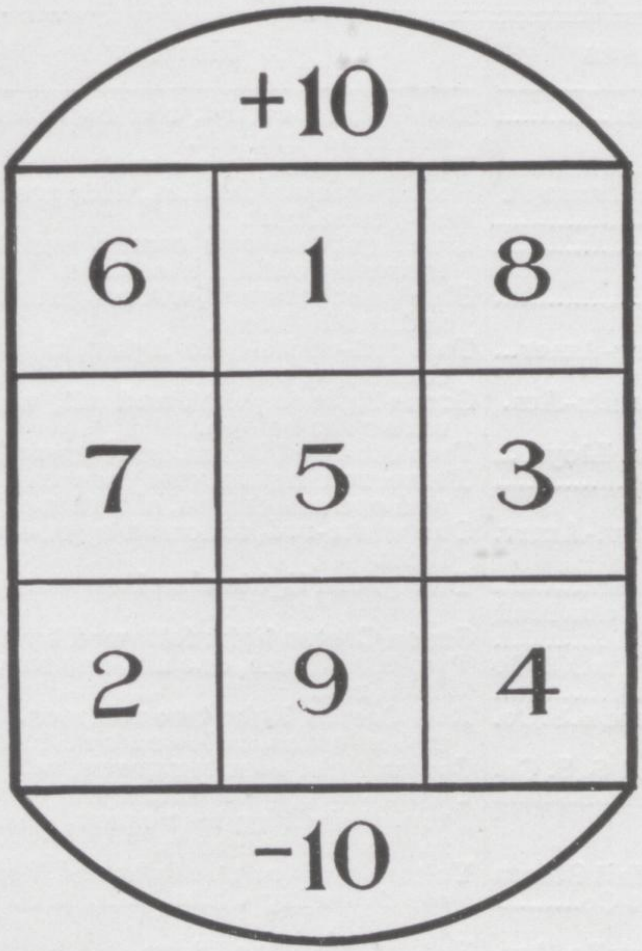
INDIA UNIT, rupee of 16 annas. 1 rupee equals 1s. 4d., or 33 cents U. S. A.

CEYLON UNIT, rupee of 100 cents. 1 rupee equals 1s. 4d., or 33 cents U. S. A.

EGYPT UNIT, piastre of 40 paras. 100 piastres equals £1 English, £1 Egyptian, or $4.86 U. S. A.

CHINA—Here the Mexican dollar is in common use; it is worth about 2s. 1d., or 50 cents U. S. A.

SHUFFLEBOARD



Draw a diagram as above about thirty feet square.

Wooden weights are pushed from a distance of twenty-five to thirty feet with a staff having a curved end. Each one plays in turn, but nothing is scored till all have played (the same as shuffleboard played on a table) when the points indicated by the numbers in the squares occupied by the players' weights are credited.

The game is to score exactly fifty. All over that number are subtracted.

NOTE.—The semicircles with —10 and +10 are sometimes omitted in the diagram. The diagram is arranged in the form of a Magic Square; the numbers added in each row taken vertically, horizontally or diagonally, total 15.

NIGHT SIGNALS

Lines	Signals
American	Blue light forward, red light amidships, and blue light aft.
Anchor	White lantern, then a red.
Atlantic Transp't	Six ball roman candles, with green-white-
Bristol	Red-green light. [red.
Cunard	Blue light and two roman candles, each throwing out six blue balls.
French	Blue light forward, white light amidships, and red light aft.
Hamburg-Amer	Two red-white-blue lights, in quick succession, at stern.
Netherlands-Am.	Green light forward and aft, white light under the bridge.
Nor. Ger. Lloyd	Two blue-red lights, one forward, one aft.
Red Star	Three red lights, one forward, one aft, and one amidships, simultaneously.
Scandinav.-Amer.	One white-red, followed by one red-white light.
White Star	Two green lights simultaneously.
N. Y. & Cuba Mail S. S. Co.	Green Costen light followed by a red star.
Northw't'n S.S.Co	Two blue lights, one aft, one forward.
Savannah	White, red.
Pac. Coast S.S.Co.	Red Costen light two minutes, then blue two minutes, followed by a red star.
Pac. Mail S. S. Co.	Coston light burning green, red, white.
Nip. Yusen Kaisha	Two white pyrotechnic lights burnt simultaneously fifty feet apart, each throwing up two red balls.
Royal Mail Steam Packet Co.	Yellow pyrotechnic light and Roman candle throwing white balls, fired simultaneously.
Hamburg So. Am.	Red, green, blue, stern.
Prince	Red light amidship followed by two Roman candles five green balls each. Fore and aft.
Union Castle	Blue light on bridge, followed immediately by Roman candle five blue balls.
Hamburg West India	Red, yellow, blue. Stern.
Navigazione Gen. Italiana	Red, green, white, red in succession.
Orient Pacific	Red and blue alternately.
Lamport & Holt	Roman candle red, white, red.
New Zealand Shipping Co.	One green light forward, one Roman candle throwing three purple and three green stars.

NIGHT SIGNALS, CONTINUED

Line.	Signals
Bibby	Three red, three blue, alternately.
Deutsche Ost-Afrika	Light throwing five blue balls at forecastle, seven green balls from bridge, five red balls from stern, simultaneously.
British & African S. N. Co.	Pyrotechnic lights red one and one-half minutes, followed by green one and one-half minutes.
Canadian Pacific	Red at bow, yellow amidships and red at stern, simultaneously.
British India S. Nav. Co.	Roman candle throwing three red and white balls in succession three times from bridge.

DEPTHS OF THE SEAS

	Feet Depth Av.	Max.		Feet Depth Av.	Max.
Atlantic	12,068	23,250	Irish	720	2,130
Pacific	12,756	27,930	English Channel	330	900
Indian	10,974	18,120	German	288	...
Arctic	5,070	15,900	Levant	216	...
Antarctic	9,000	11,850	Adriatic	135	...
Mediterranean	4,428	8,580	Baltic	129	...

The Antarctic below Cape Horn reaches a depth of 16,500 feet, and off Cape of Good Hope, 17,100 feet. The average depth of the Bay of Biscay is 3,600 feet.

AREA OF OCEANS AND LENGTH OF SEAS

Square Miles

The Pacific covers 70,000,000; Atlantic 35,000,000; Indian 23,000,000; Southern 7,000,000; Arctic 4,000,000.

Miles Long

The Mediterranean Sea 2,000; Caribbean 1,800; Red 1,400; Black 932; Baltic 600.

THE LOG

DATE	COURSE	POSITION	RUN	REMARKS

The course of the ship may easily be traced on map in back of book figured from "Course," "Position" and "Run."

KNOTS AND MILES

The STATUTE MILE is 5,280 feet.

The STATUTE KNOT is 6,082.66 feet, and is generally considered the standard. The number of feet in a statute knot is arrived at thus: The circumference of the earth is divided into 360 degrees, each degree containing 60 knots or (360x60), 21,600 knots to the circumference. 21,600 divided into 131,385,456 —the number of feet in the earth's circumference—gives 6,082.66 feet—the length of a standard mile.

6 feet	= 1 fathom	10 cables	= 1 knot
600 feet	= 1 cable	1 knot	=1.151 miles

GOING

Date

S. S. Conte Rosso 1924

Line

Captain's Autograph

GOING.

September 26 - 1949

S.S. Mauretania, BERTH I
IN CABIN C-41.
Line - Cunard -

Taking this trip with the
Metropolitan Travel Service Inc.
359 Boylston St. Boston 16 - Mass.
Ernest W. Ruegg -

September 12. 1950
SS Ile De France
Cabin 226 - Cabin Class

RETURNING

Date Saturday October 29-1949

S. S. Queen Elizabeth,
BERTH 1, IN CABIN B-16.

Line

Captain's Autograph

BASIC TOUR COST - - $895.00

TOURIST CLASS BERTH 1
IN CABIN C-41, RMS. MAURETANIA, SEPTEMBER 26

FRENCH PORT TAX - - - - - 3.00

TOURIST CLASS BERTH 1
IN CABIN D-116 RMS. QUEEN ELIZABETH, OCTOBER 29

SHARING ROOM WITH TWIN BEDS
BASIS GUARANTEE OF PRIVATE
BATH ON LAND - - - - - - - 25.00

923.00

CREDIT BY DEPOSIT - - - - 150.00

BALANCE - - - - - - - - 773.00

FRENCH FRANCS AT $30
PER 10,000. EXTRA SUITCASE (IF NECESSARY) NAPLES
SIDE TRIP - - - - - - - - - 30.00

803.00

PAID BY CHECK AUGUST 20, 1949

ITINERARY

ITINERARY

1 X 12 = 12
2 X 12 = 24
3 X 12 = 36
4 X 12 = 48
5 X 12 = 60
6 X 12 = 72
7 X 12 = 84
8 X 12 = 96
9 X 12 = 108
10 X 12 = 120
11 X 12 = 132
12 X 12 = 144

108
12
10

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PLACES VISITED

DATE June 1 to June 28

PLACE White Plains & New York also Greenwich Conn.

Spent from Monday until Saturday at The Pennsylvania Hotel. Shopped a bit. Had May have lunch with me at The Pennsylvania. Afternards to a movie. Saturday I had lunch with May at Wanamakers. Be shopped during the afternoon. Later on I took the train to White Plains. While with Ellie I attended a large card party given by Mrs. Steele and Mrs Lowell. A few days later attended a luncheon and card party at the home of Mrs Weise on Lafayette Street. Ellie gave a small bridge party. I won second prize

PLACES VISITED

DATE

PLACE

Dorothy came to Ellies on Monday
We spent Tuesday shopping
in New York. Wednesday
Mr. Luke motored over after
us and we had a
delightfull day in his home
Mrs. Porcher lunched
with us. She is a very
charming woman. Miss
Jessie Luke is a dear. I
like her very much.
Thursday we went to New
York. I met Miss Hacker
and we lunched at the
Maillard then we took a
ride in a fifth Ave. bus
down town as far as we
could could go, and up

DATE Steamship Conte Rossi

PLACE In the gulf Stream

Date July 1- 1924

town the same. Had a lovely day. New York was properly decorated for the Democratic Convention.
Saturday June 28-1924 I sailed on the Steam Ship Conte Rossi for Naples. John, Ellie & Dorothy were there to see me off. Miss Hacker and Mr Burns sent aboard a lovely basket of fruit which I am enjoying. Mrs. Nichols is sharing my state room. The boat is beautiful. Our meals are good. I am well and happy.
Won at a game of bridge last night.

PLACES VISITED

DATE July 2 - 1924

PLACE Steam ship Conte Rossi.

Played bridge with Mrs Nichols Mrs. Atkins and Mrs. Brownell Mrs Atkins and I lost out by four hundred points. I like Mrs. Atkins. She is from Selma Ala. She knows members of the Kellar family Mrs Leila Lassiter she knows is a cousin of Fayi Lassiters. We walk the deck to gather a mile or more every day. She is a pretty woman about my own age.
Mrs. Brownell is charming. I feel that I am fortunate to be one of her party.
Mrs. Murry and Mrs. are cousins. Both very Talkative

DATE and interesting. - Mrs
PLACE Murry is a widow and has been to Europe several times. Mr and Mrs. Craig are from San Francisco. - Mrs. Mighery and Mr Mighery are agreable people. Will not play bridge for money. I am writing a little each day to Ellie, Lillie, Madge, Dorothy Miss Luke and Mrs. Thurber.

July 5. Passed the yesterday. They look like the tops of mountains rising out of the sea. They are well cultivated. He dyes beside the little gardens and fields. The villages come right down to the sea. The banks are very high. The fourth of July was celebrated by a

DATE special dinner with

PLACE Champagne and after dinner speeches.

A fancy dress ball to be given Saturday night. The Captain's dinner Sunday night. A full dress affair. Monday we will reach Naples.

San Martino

PLACES VISITED

DATE July 8-1924

PLACE Naples..

Reached here at eight this morning. Got up at six, had breakfast at seven. Gave the waiter five dollars the steward's three. the steward three fifty. Had visaye stamped. Reached Hotel Vesuna at nine oclock. Had lunch at one and went for an auto ride at four. Went to San Martino. Had a wonderful view of the city and the bay. It is all very strange wonderful scenery every where. The lower class

DATE
PLACE

live in poverty and dirt. All look happy. Donkeys hitched to carts do the drayage. Saw two of the kings palaces. Old medieval forts and an old monastery. Bought a wonderful bottle of wine right near there that was made by the monks. Looked at beads but was not tempted to buy. Bought some new of Naples and Rome post cards. Wrote to Dorothy, Lille, Paul and Madge. Went to the National Museum. Saw some beautiful statues in bronze that

DATE
PLACE

were found in Pompeii and Herculaneum. Saw jewelry, doctors and dentists instruments dating back five hundred years before Christ. Saw Glassware very beautiful of the same period. It seems to me we moderns have but gotten our ideas from these things. We have made strides in science, but not in the arts as they are here. The shops and stores cannot compare with ours in beauty. New York still is more beautiful than anything I have seen.

To-morrow we go to

PLACES VISITED

DATE Places in this nearly

PLACE will be gone two days.

This hotel looks out on

an old fort and castle.

PLACES VISITED

DATE Rome. June 13th 1924

PLACE

Left Naples by Automobile for Mt Vesuvius on the ninth. Passed village after village so joined to Naples, they seemed a part of it. Did not go up Mt. Vesuvius but went through the ruins of Pompei. Our guide explained many interesting things concerning the excavated City. I have a panorama of it.

The interior of the walls of houses were painted with pictures of Gods Goddesses and other figures. Some of these were in a good state of preservation

PLACES VISITED

DATE

PLACE

Pompeian red was the color most in use. No one but the aristocracy were permitted to use this color. The home of the wealthiest man in Pompei is in a way being preserved by having a roof built on it. It was a square building built around a court. The rooms opening into the court. They still retain some of the decorations. Some of the pictures look almost as though they were painted not many years ago.

The court is restored to its fountains and statues

PLACES VISITED

DATE

PLACE

and shrubs and different plants growing as they are supposed to have been growning.
One house contains restored bodies. A way was found to pour a material that would harde into the interior of the shell of these bodys then the lava was taken off from the bodys and they look just as they did when dying. Some are perfect in form even to teeth and hair They all show they died in agony. One has a towell over the nose and mouth. One lies on his stomach
A dog is in contortions

PLACES VISITED

DATE

PLACE

From Pompei we went to Sorrento. Sorrento is a lovely place. Inlaid boxes and laces are made there I bought some of the boxes and two scarfs in Roman stripes. We took an automobile trip to Almalfi. This to is a resort town over looking the bay. The ride was delightful but dangerous around the cliffs. At least I thought so.
The eleventh we took the boat to Capri. The bay was rough so we could not enter the blue grotto. We went up the incline

PLACES VISITED

DATE

PLACE

to the top of the cliff and had luncheon in a fine hotel with beautiful grounds. After eating I was sitting near the door and whom should I see walking my way but Mr. Strakosch.

He and Mrs. Strakosch were delighted to see me. and kept me busy answering questions for a couple of hours. Our party were to leave on the five o'clock boat and they wanted me to remain with them and take the boat to Naples in the morning. I did not feel as though I could do this.

PLACES VISITED

DATE

PLACE

Mr. I came to Naples Saturday morning, so. I lunched with him in an Italian restaurant. We lingered talking of America and mutual friends. Then we went to a movie. Saw a lot of war pictures and Charlie Chaplin in a fool thing. A very poor picture I thought. Then we went to the best Cafe for ice Cream and Cake. Then we took a cab. I left him at his boat landing and I went on to the hotel and left for Rome at six o'clock. Arrived in Rome at twelve

PLACES VISITED

DATE

PLACE

had a bath and went to bed
Slept until ten and went to
bat at one. Have spent the
day writing. To-morrow we
will go sight seeing..
Mrs. Nichols feels miserable.
I hope she will be all
right by to-morrow.
We have spent four days
in seeing the churches and
ruins. The church of St
Peter is where the Pope
lives. It contains rooms
the old paintings and
statuary are beautiful
mostly church subjects.
We visited the catacombs
and went a short distance

DATE

PLACE

through them. Very strange and grewsome. One could easily get lost. I would hate to more than six feet from the guide. The bones of the saints have been taken from them and are in one of the churches. I saw them they are gild neatly around the sides of three rooms. They reach from floor to ceiling and are a nasty looking spectacle. Visited the Colloseum and the Pantheon. From these buildings the ruins of Ancient Rome can

PLACES VISITED

DATE

PLACE

be seen. Rome is a beautiful city and wonderfully interesting. The church ceilings are so wonderfully painted. We left Rome for Florence the 17th. Had a hot dusty ride and arrived in Florence the 18th. Spent yesterday going through churches and the palace of the Medicis more wonderful statuary and paintings. Visited a mosaic factory where perfectly beautiful things are made. I bought a small paper weight price $2.00 would love to buy lots of things

DATE

PLACE

but can't afford it, so
am confining my purchases
to some of the different
things. We will go to
Venice from here.

Venice is wonderfully
different from anything
else I have yet seen.
The streets are all canals
There is one larger than
the others called the
Grand Canal. Our hotel
(The Grand) is located on
it. Our room also faces
it. The night we arrived
there was a water
carnival. At twelve it

DATE

PLACE

passed and we watched it from our window. There were two beautiful floats and hundreds of gondolas. Every once in a while the floats would halt and some one or more would sing. The next night we went through many small canals and later joined the carnival fleet. We passed the home where the Brownings once lived. Also saw many of the Doges palaces and the palace where Byron lived while he was in Venice. We visited St Marks Church. Saw wonderful painting and mosaics. One room

PLACES VISITED

DATE

PLACE

all mosaic done in the fifteenth century looked as though it might have been done recently so well preserved were the colorings.

We crossed the Bridge of Sighs and passed the cells of the prisoners that were condemned to death. They are stone cells originally lined with wood.

Napoleon burned the wood from the cells, all except one. This one Byron occupied for three days and nights just to have the experience.

St Marks church and the Doges palace are at the head of the Grand and

DATE

PLACE

the square is surrounded with shops. There are many other shops in the near vicinity. Small bridges cross all the canals at different points. I bought two shells, one for Lille and the other for Dorothy. I bought a small head bag for my-self and some pictures and views of Venice.
St Marks Square is filled with pigeons at the time of feeding a very attractive picture they make.
We went to Genoa from Venice. We remained

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DATE

PLACE

there just one night.
Got there late and
walked about a bit.
Saw how the poorer
classes live. Guiva is
a large shipping point.
and very pretty in
many ways. Bought
some wine. Next morning
we left for Nice.
Had a most interesting
journey. The mountain
and farming scenery is
beautiful. The journey
took all day. The following
day we motored Grass.
Nice there are lovely
places that make

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DATE

PLACE

perfumes, toilet waters and toilet soaps. The town is away up in the mountains and the valley scene is wonderfully fine. I got some soap and toilet powder. We returned to Nice to lunch. At four o'clock we motored to Monte Carlo. This was another wonderfull mountain climb with beautiful, georgeous, wonderfull scenery. We gambled in Monte Carlo. It took me some time to understand the game. My venture was small but I won thirty five

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DATE

PLACE

frances, Mrs. R. lost a hundred. Mr. Brownell won a hundred. The others lost a little or broke even. We dined right opposite the Casino in the open. The wine and dinner was good. There was dancing and good music. All very, very interesting and enjoyable and we started for home at eleven. We came down the valley road, for which I was thankful as I was afraid of the mountain road. There are dozens of short turns in the road that

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DATE June 27-1924

PLACE Nice.

are difficult to turn in.
We slept well and to day
we are resting. To-morrow
we go to Milan.

Milan Cathederal is very
large. It has six hundred
statues on the out side
of the building. Inside
the Corinthian pillars
are wonderful and
the stained glass windows
are marvelously beautiful.
One window shows
the principal events
in the New testament
and two tell the stories
of the old bible.

PLACES VISITED

DATE

PLACE

Eight men are always employed to keep up the repairs. The Church is all of granite, so are the statues and pillars. The floor is marble. I like it better than the much adorned Churches of Rome. We visited a Monastery. It was much the same as all other Monasteries a beautiful court and chapel adorned with biblical pictures of Saints Christ and Virgin Mary

DATE

PLACE

another church, there was build by the pagans in the third century before Christ. It became a Christian church in the time of Constantine. It has been rebuilt but part of the original church is still well preserved. The city of Milan is modern rapid commercial.

Next we went to Cernobbio. We stayed at Villa D. Este a very beautiful hotel on Lake Como. We

DATE

PLACE

ment by launch to the head of the lake. Mountains tower on all sides and villages and hotels adorn the valleys and sides of the hills. Cultivation is much the same as in all other parts of Italy. From there to Lake Lucerne.

Lucerne is lovely and quite a city. Here there are no old churches. At least we did not visit any. There is a quaint old wooden bridge with

DATE

PLACE

biblical paintings on
each side of many arches
the shops are attractive
there is one church that
has a cemetery. Bodies
are under the walks and
name on the pavements.

The Lion of Lucerne
carved on a rock by
Thorwaldsen is the most
sight-aside from the
natural beauty of the
city and its surroundings.
From Lucerne to
over a mountain
pass was a trip long
to be remembered!
The mountain and

PLACES VISITED

DATE

PLACE

valley views were lovely.
We took a smoke
train to Grunwald for
the day. A great ride
up to the summit
of Fran. Wonderful
mountain scenery.
For the second time
saw glaciers and
snow.
A ride the following
day by boat to Geneva.
The day was fine
so we had a great
view of Mont Blanc
all day. As usual we
visited churches and
public buildings.

PLACES VISITED

DATE

PLACE

All interesting. Especially a little chapel where John Knox preached for many years. Visited "The Castle of Chillon" and went through it. Saw the room where Byron stayed for three nights for the experience of being imprisoned. Here he wrote a short poem "The Prisoner of Chillon". Geneva is a fine city, the location most beautiful. Prices high all over Switzerland after dinner Coffee 40 cts.

PLACES VISITED

DATE

PLACE

From Geneva to Paris.

Paris does not come up to my expectations. I thought it it a smart up to date clean city. Instead I found it dingy looking as if it had had past splendor, but had grown rather old and tired. Notre Dame is beautiful but even it is disappointing. The tomb of Napoleon beautiful and costly. I do not admire Napoleon and the source of his grandeur and

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DATE

PLACE

wealth was attained
in a cruel brutal way.
Were he living in this
day he would not have
been tolerated but have
been shut up in a
mad house. It is
well known that he
and Julius Cæsar
were epileptic.

The palace that
Louis 14-15 and 16th
built is wonderfully
beautiful. It is now
owned by the State
Such grandeur and
magnificance bough
from the labor of

PLACES VISITED

DATE

PLACE

the people was more than sufficient to cause a revolution. Had I lived in Paris in those times I would have joined the revolutionists. The Aristocracy and the corrupt Court were meted out a just retribution. At least I think so.

The Gallery of the Louvre fire! So are all the public buildings and parks. We had but a short week in Paris. One can

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DATE

PLACE

only day they had a fleeting glimpse of any thing.
The Opera House is lovely. Heard Faust by Italian inferior singers but it was staged beautifully.
Saw an inferior movie in a small uncomfortable theatre.
Went to "the Follies" a good show and nothing sordid or suggestive in it. One rather expected there would be. Shopped a very

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DATE

PLACE

little. Bought two hats
I think the styles
in New York are
better. The prices
are low and the
shops far more
lovely than here
Hotel considered
one of the best in
Paris. Food poor
In fact to date we
have had very
inferior cooking and
meals poorly planned

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DATE

PLACE

"Brussels" Lovely City.
Wide streets,
Fine Public Buildings
Fine Churches.
Drove all over the
City. Saw the Prison
where Edith Cavel
was imprisoned, the
Chamber where she
was sentenced and
the place where she
was shot.

We had a Belgian
as guide. He was
told many interesting
events concerning
Germanys occupation
of Belgium.

PLACES VISITED

DATE

PLACE

the mayor they sentenced to 12 years in prison for not giving up the keys to the City Hall has been made mayor of Brussels for his lifetime. The Belgians are much the finest looking people we have seen.

I prefer Brussels to Paris.

Amsterdam is both modern and old. A fine rich city.

Spent one day

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DATE

PLACE

boating to Marken and other interesting towns.

The village of Marken is on an island. The people marry only among themselves and dress as they always have.

They are a homely mudroom looking people. Due 2 ruffroof lot, close intermarriage. Boys and girls all dressed alike. Girls wear their hair long until they reach the age of sixteen

PLACES VISITED

DATE

PLACE

years. After that age they cut it short except for a curl on each side of the face. All are blonde.

Tonight we go to Hague. We will see the Peace Palace there. Shop a bit I suppose. We will take a night boat to London. A week there. Three days in Scotland and then for home.

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1949 SEPTEMBER 1949

SUN	MON	TUE	WED	THU	FRI	SAT
F. M. 7	L. Q. 15	N. M. 22	F. Q. 28	1	2	3
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
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1949 OCTOBER 1949

SUN	MON	TUE	WED	THU	FRI	SAT
F. M. 6	L. Q. 14	N. M. 21	F. Q. 28			1
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9	10	11	12 COLUMBUS	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

LAST MONTH **SEPTEMBER** 1949

SUN	MON	TUE	WED	THU	FRI	SAT
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NEXT MONTH **NOVEMBER** 1949

SUN	MON	TUE	WED	THU	FRI	SAT
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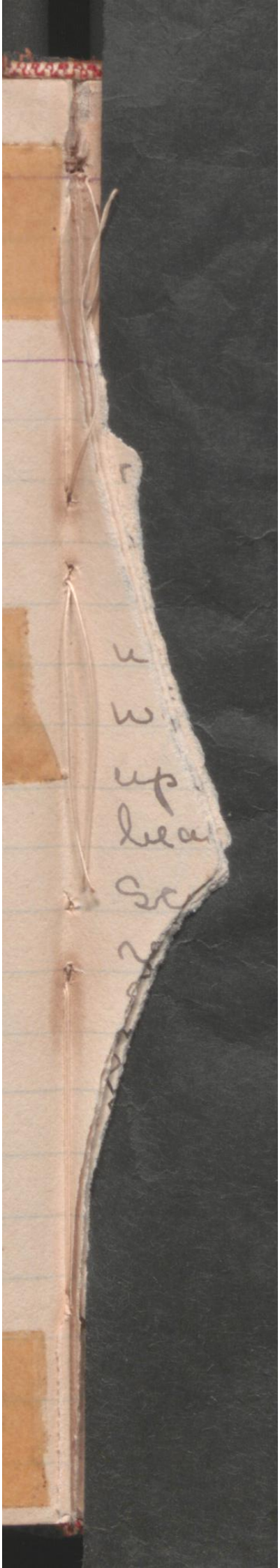

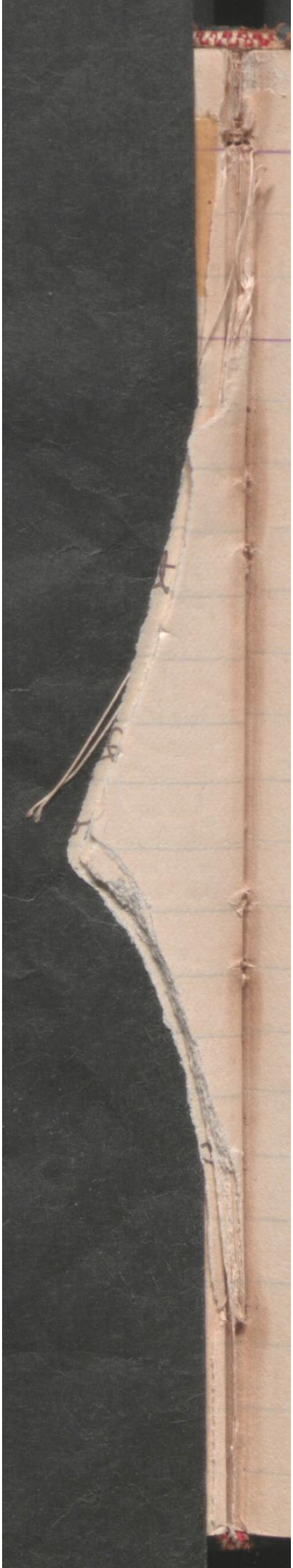

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DATE October 7

PLACE Ile de France -

Have a stateroom with three women - one an American who has been living in Paris a year - the other two are French.
As soon as I reach New York I will see a Doctor.

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DATE ~~Oct~~ July 14 1950

PLACE New York -
The Lincoln

Up by five thirty - room steward called us - thru French customs and on pier under D where I waited two hours for my bags - Got them by paying a French porter $3.00 then I stood in line 4½ hours waiting for U.S. Customs to examine my baggage -

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Oct 18-

DATE Stockbridge Mass.

PLACE

October 18

Lillie and I were up by six ~~thirty~~ and took the 57th cross town bus to ninth ave where we had breakfast and then got ~~the~~ car from a garage between 9th + 10th Ave - Our first stop was just south of Ridgefield - nothing for rent there - Then we went to Washington nothing to rent there but we looked at a place for sale 30.000 Mr Burn showed it. Oct. Salisbury Many Children wasnt home - left Lies perfume at little shop next door

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Miss Tin Highlands
Einar S Dane 39 Brick Church Place East Orange Or 3/4/19

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MU 4-4200

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Horace Hoffer Tamarack Griswoldville
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Mary E. Saunswalt Cedar Ave Daytona Highlands
Joseph H. Holiday 141 Highland St
Dedham. Mass.
Harry Snyder MU 69375

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S

Cultivate an open nature, a kindly manner, a generous spirit. Do not be stingy with your cordiality, your praise, your helpfulness. Fling out your best to everybody, every time. Learn to say pleasant things to people, and about them, to do generous things, and you will be surprised to see how your life will enlarge, your soul expand, and your whole nature become enriched and ennobled.

The persistent effort to give everybody a lift when possible, to make everybody we come in contact with a little better off, to radiate sunshine, cheer, hope, good will, to scatter flowers as we go along, not only brings light and joy to other hearts, but opens wide the door to our own happiness.

There is no habit which will give more satisfaction, that will enrich you more than that of doing a good turn for others at every opportunity. If you can not give material help, if you have no money to give, you can always help by a cheerful spirit, by cordial words of sympathy, kindness, and encouragement. There are more hearts hungering for love and sympathy than for money, and these you can always give.

A poor foreigner, who could speak very little English, was recently accosted in Cen-

tral Park, New York, by a kind-hearted man who noticed he looked dejected, and thought he might be in need. To his offer of assistance, however, the foreigner replied that he didn't need money, but that he was lonely, and "just hungry for a handshake."

We all like the person who flings the door of his heart wide open and bids us welcome with a warm grasp of the hand and a cordial good fellowship; who sees a brother in every man he meets, instead of a rival, a competitor, or a possible enemy.

The whole-souled, large-hearted, open-minded, kindly-disposed person has an infinite advantage over the narrow, pinched, clam-like nature that repels instead of attracting. Cultivate an open nature. Do not be afraid to speak to strangers, to let yourself out, to give your best to everybody you meet. Do not draw within yourself and shut up like a clam whenever you approach any one to whom you have not been introduced.

The cultivation of a helpful spirit of cordiality, of large-mindedness, a broad generous way of looking at things, is of inestimable advantage not only to growth of character, but also to progress in the world. So much of one's success depends on the per-

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