Personal collection

MY TRIP ABROAD

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TRAVEL DIARY

This book belongs to

Eva B. Dykes
Oakwood College
Huntsville, Alabama

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4.

July 14, 1958 — 35

IDENTIFICATION

NAME Eva Beatrice Dykes

STR. ADDRESS Oakwood College

CITY Huntsville, Alabama

OCCUPATION Teacher

HT. WGT. BORN

COLOR HAIR Brown EYES Gray

I AM KNOWN TO HAVE THE FOLLOWING

DIAGNOSIS

SOCIAL SECURITY NO.

RELIGION Adventist - Seventh Day

6

IN CASE OF ACCIDENT NOTIFY

NAME Mrs. Anita Monte

STR. ADDRESS 118-47 201 Place

CITY St. Albans, N.Y. PHONE Laurelton 5-6552

FAMILY PHYSICIAN

ADDRESS

BLOOD TYPE

WASSERMAN

IDENTIFICATION SCARS OR MARKS

THUMB PRINTS

LEFT

RIGHT

MAKE WITH RUBBER STAMP PAD

7

ILLNESSES YOU HAVE HAD

ILLNESS	AGE	SEVERITY
Measles		
Mumps		
Chicken Pox		
Whooping Cough		
German Measles		
Scarlet Fever		
Rheumatic Fever		
Chorea		
Pneumonia		
Typhoid		
Others		

OPERATIONS	AGE	DETAILS
Tonsils		✓
Appendix		
Hernia		
Abdominal		
Pelvic		
Chest		
Others		

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IMMUNIZATIONS

DISEASE	WHEN
Small Pox Vac.	
Diphtheria	
Whooping Cough	
Tetanus	
Poliomyelitis	
Typhoid	
Typhus	
Yellow Fever	
Cholera	
Others	

SENSITIVITIES & ALLERGIES

Drugs	
Serums	
Foods	
Inhalents	
Others	

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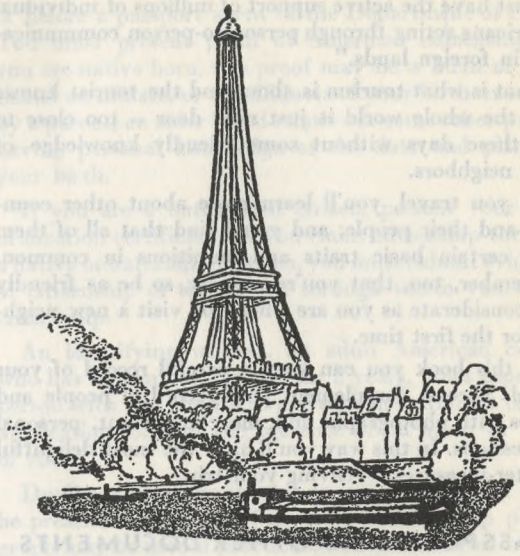

TRAVELING ABROAD

In planning a trip abroad, remember that not all the pleasure is in the actual experience. Some lies in the anticipation of the trip, but a large portion will be preserved in memory. If you include in your plans of when and how and where to go, the desire to understand as well as to see, the pleasures and rewards of your journey will be multiplied many times.

President Eisenhower, long an advocate of travel as a means of promoting world peace, has said "If our American ideology is eventually to win out in the great struggle being waged between opposing ways of life,

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it must have the active support of millions of individual Americans acting through person-to-person communication in foreign lands."

That is what tourism is about and the tourist knows that the whole world is just next door -- too close to live these days without some friendly knowledge of your neighbors.

As you travel, you'll learn more about other countries and their people, and you'll find that all of them have certain basic traits and ambitions in common. Remember, too, that you're a guest, so be as friendly and considerate as you are when you visit a new neighbor for the first time.

In this book you can keep a careful record of your travels abroad. Supplement your record of people and places with photographs and, more important, personal impressions. In this way you'll have the most delightful of after-pleasures -- reliving your trip.

PASSPORTS AND OTHER DOCUMENTS

Your Passport

Your passport is a valuable document and indispensable for travel in most foreign countries. Guard it carefully; its loss or theft while you are abroad can cause you considerable difficulty and additional expense and you must have it to re-enter the United States. Its loss or destruction should be reported to the nearest American consular office.

Allow two months to get your passport. Matters can be, and sometimes are, handled in hours or days if necessary, but play it safe and make your application in plenty of time.

You must appear in person before a clerk of a Federal Court or a State Court authorized to naturalize aliens,

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or before a passport agent of the Department of State. You must present proof of American citizenship. If you are native born, this proof may be a birth or baptismal certificate, or an affidavit of your birth executed by a parent, an older blood relative or some other person having personal knowledge of the date and place of your birth.

If you are a naturalized citizen, present your naturalization certificate. If you claim citizenship through a native or naturalized citizen, you must submit evidence of citizenship of the person through whom you claim citizenship.

An identifying witness, an adult American citizen who has known you for at least 2 years, must appear in person with you and fill in and sign the affidavit on the application form in the presence of an agent or clerk of court.

Duplicate photographs not over six months old must be presented, and one of them signed. A group photograph may be used if practicable when a married couple or parents and their children are included in one application. Pictures must be full face and not over 3 x 3 inches nor less than $2\frac{1}{2} \times 2\frac{1}{2}$ inches in size. Contrary to general belief, there's no law which forbids you to smile. It's a good idea to get several extra copies of your passport photograph. They are necessary to obtain certain foreign documents as well as for visas to enter some countries.

A passport is valid for 2 years. It may be renewed for 2 years on payment of $5, but the 4 years must run consecutively.

Visas

Western European countries no longer require visas for temporary visitors, but many foreign countries demand that an American citizen obtain a visa from one of

their consular officials in the United States. If you arrive abroad without the necessary visa you may be refused entry into certain countries. The Passport Office of the Department of State issues on request a circular entitled "Fees Charged by Foreign Countries for the Visa of American Passports." In addition, the circular includes information concerning the waiving of visa requirement by various foreign countries.

Certain visas are valid for one trip only or for a limited period of time. When you apply for a visa, tell the foreign consular officer how many trips you plan to make into his country and how long you plan to stay.

Vaccination

The law requires that before you can re-enter the U. S. you must present a valid vaccination certificate proving your immunity to the disease. To avoid possible difficulties under the quarantine regulations of foreign countries, you should allow six weeks to obtain any other necessary inoculations before departure. Information about these may be obtained from your travel agent or nearest representative of the U. S. Public Health Service.

When you apply for your passport, ask for a vaccination certificate. Take it to your doctor, get your vaccination and any other necessary inoculations, and have him sign the certificate. (See also "Illness En Route or Abroad," p. 14).

Among other things

Here are a few further suggestions. Before going abroad,

1. take out traveler's insurance and baggage insurance. This added protection is well worth the moderate cost.
2. label your luggage plainly with your name and address

on tags obtainable from your travel agent, steamship company or airline.

3. if you plan to take with you any foreign made camera equipment, register it with your nearest U. S. Customs or with the Customs officers at the airport or dock.

If you don't do this you'll probably have to pay 15 to 20 per cent import duty when you bring it home. American-made cameras are exempt.

4. make certain of your return reservation, especially if you intend to come home during the peak travel season.

TRAVELING FUNDS AND FOREIGN EXCHANGE

European currencies are generally stable and in most cases it no longer pays to purchase foreign money before leaving the U. S. In some European countries, however, and in parts of Africa, the Middle East and the Far East it will be to your advantage to take with you the

maximum amounts you can legally carry across these borders. Your travel agent can give you exact information on this subject.

It is a good idea, however, to take enough local currency to last you the first couple of hours in any country on your itinerary. This is easily obtainable on this side of the ocean or from the Purser's office on board ship, and, as a thought, makes an unusual and thoughtful departure gift for other fortunate friends.

Traveler's Checks

As for dollars, carry only about $200 in U. S. currency; take the rest in American Express traveler's checks. They are convenient, safe, and good anywhere money is used. It is best to cash them at banks or travel agencies where you will receive their value at nearly the current rate of exchange. Hotels and shops will cash them, but often at a lower rate of exchange. Make sure you have enough money to carry you over until you can reach a bank during banking hours.

Letters of Credit

Letters of credit are papers which certify that you have deposited a certain amount with the bank or firm which issued them, and they authorize banks abroad to pay to you funds in any amount up to the total deposited. When drawing money on a letter of credit, you present it to the foreign correspondent of the bank, together with identifying papers (usually your passport), and after signing the draft which the foreign bank will draw payable to you, the bank will write on your letter of credit a memorandum of the amount drawn. You will receive your funds either in the currency of the country or in traveler's checks. Letters of credit are not as convenient for the average traveler as traveler's checks.

Foreign Money

It's a good idea to familiarize yourself with the currency of the country you're in as soon as possible, and to get a rough idea of it's equivalent U. S. dollar value. The currency of most European countries is based on a decimal system similar to our dollars and cents.

Currency converters which will fit easily into your pocketbook or wallet, are available, free of charge, through foreign exchange companies and most travel agencies, steamship and airline offices. Currency guides covering all major countries are also carried at nominal prices in bookstores throughout the country.

PRACTICAL PACKING

The less baggage you take, the more comfortable and enjoyable your trip will be. The first rule of the experienced traveler is to take no more than he can pick up and carry by himself. There is very sound reasoning behind this; comfort, efficiency, speed in getting through Customs and protection against loss or theft. Too, you might well find yourself with only seconds to catch that connecting train -- and no porter in sight. So, for happy traveling, take about half of what you think you'll need.

It's not necessary to plan a special wardrobe for travel abroad. With a basic color scheme and a bit of planning for travel when regular clothing purchases are made during the year, you'll be prepared for a trip at any time. It's possible to plan and pack a most practical wardrobe within the 66 lb. (First class) or 44 lb. (Tourist class) limit for air travel which will do just as well for steamship travel.

Keep shirts and lingerie down to a minimum of quick-dry, no-iron items. Use lots of tissue paper the

best cushion against wrinkles. Roll up small items like underwear and pajamas, and pack socks and handkerchiefs in shoes or other places. Put cosmetics in plastic containers and take along a spot-remover stick and a cake of soap. Even today, many European hotels do not provide this item. Matches, too, are often hard to come by. A trusty Zippo lighter will take care of this problem.

Buy the personal items you need only as you need them. In Western Europe and the Mediterranean countries you will now find you favorite brands of most things or satisfactory substitutes.

If you're traveling by air and find that so much as a tube of shaving cream will put you over the weight limit, stuff this and any other small extras, the heaviest you have, into your pockets or pocketbook as the charge for excess poundage is high. Luckily for some of us, the passengers are not weighed.

ILLNESS ENROUTE OR ABROAD

Drugs and Diet

Nothing can cause more misery than motion sickness, but today, thanks to the miracle of science, it is practically non-existent. Drugs have been developed that will forestall that queasy feeling whether it's caused by the motion of ship, plane, bus or train. All but a few travelers on whom the drugs have no effect, can now be spared the agonies of motion sickness merely by swallowing a pill or two. Bonamine, available in tablet or chewing gum form, is one of the most effective remedies and a single dose usually gives 24 - hour immunity. Your family doctor can recommend other effective drugs. The wise traveler watches the ship's daily weather bulletin and if it looks like a storm is brewing, will take a preventive dose at once. Air travelers will find that one

dose taken before departure takes care of the entire trip.

Tourists often fail to realize that when they are a quarter way or more around the world their time schedules are quite changed and their bodies may have trouble adapting to that change. Hence, it is not uncommon for them to get the malady often referred to as "traveler's tummy." The change is even greater for the air traveler when, within the space of 12 - 15 hours he finds himself in a city where everyone is ready for dinner at the hour his own stomach tells him it's breakfast time. In the excitement of discovering new flavors and foods, many people cannot resist the temptation, to overindulge. If you are troubled by an upset stomach, take no food for awhile, and sip strong tea or gingerale. Your family doctor may give you some medicine to take along to help control the condition.

Caution and Precaution

A reassuring note about foreign travel today is that in all European cities, and elsewhere, safeguards to your health will remain pretty constant. If you wear glasses, it's a good idea to carry an extra pair with you, plus a copy of your prescription. Duplicates can be made in most parts of the world. Bespectacled or not, however, take along a good pair of sunglasses.

Only if you're going off the beaten track is it necessary to carry your own medicines and your travel agent can inform you of the availability of such items along your route. For the most part, however, diabetics and others who require special medications can have their needs taken care of at apothecaries along the way.

In general, it is advisable to exercise your usual concern for health and to know what to do should an accident or illness strike. Dust can blow into your eyes almost anywhere and a sunburn acquired on the beach at Cannes hurts just as much as one you got at home.

If you are subject to allergy, or sensitive to certain drugs, your doctor may want to make note of these or other conditions. Keep any such papers with your passport.

In most large European cities, the water is as pure as it is in your own. Away from the big cities, however, it never hurts to exercise caution; when in doubt drink bottled water unless you have had typhoid-paratyphoid shots.

Aching feet can take all the fun out of your vacation. Be sure your sightseeing shoes especially are comfortable and properly fitted. Don't break in a new pair on your trip.

Should you have the misfortune to sprain an ankle while navigating those picturesque cobblestone streets abroad, return to your hotel, put your foot up and apply cold cloths or an ice bag as soon as possible. If, after half an hour, your ankle shows signs of swelling, see a doctor before you walk on it again.

Fainting is due to the temporary loss of blood from the brain. If you feel faint, sit down immediately and

lower your head to your knees. Loosen tight clothing and lie down if possible.

Food poisoning requires the immediate attention of a doctor. If you suspect recently eaten food has caused the trouble, drink several glasses of water and try to cause vomiting by tickling the back of your throat with your finger.

It should go without saying that you should have a dental check-up before going on a vacation of any length. A toothache can do more than enough to spoil an otherwise happy trip.

Take along a first-aid kit, the pocket-size available in drugstores, for use in case of blisters, cuts, burns, and the like.

GOING BY SHIP

Before Boarding

Be sure of the date and hour of sailing. Avoid the last minute rush and go aboard as early as allowed, usually 3 to 4 hours before sailing.

Luggage you won't need during the voyage should be marked "Hold"; the pieces you'll want with you should be marked "Wanted." But remember what we said about traveling with 2 bags only.

Make certain you have with you your tickets, passport and immunization certificate, cash and traveler's checks, plus any written confirmations of hotel reservations, etc. Leave your insurance policies safe at home. Have a pencil handy for jotting down the porter's badge number when he takes away your bags.

First Things First

If you haven't already done it through your travel agent, arrange for your table with the Head Dining-

room Steward as soon as possible after you board ship. If there is more than one sitting at meals, ask for the second sitting. Otherwise you may find yourself observing meal hours similar to those in a hospital.

As for your choice of tables, that depends on the ship. If you have friends on board you can usually arrange to be seated with them, either at a small table or together at one of the larger tables. Most ships have tables for two or four in addition to the larger ones but if you're traveling alone, don't be shy and ask for one of these tables. Friends made on shipboard are usually delightful, and you will probably find your table mates easy and fun to know.

Passenger lists are available a day or so after sailing. You may find that an old school chum is on the ship but the list is fun to keep in any case as a record of all the friends you've made during the crossing.

There are nearly always enough deck chairs for everyone. But if you worry about things like this, see the Deck Steward as soon after sailing as is convenient. Ask him for a place out of the wind and on the south side.

If you're traveling cabin or tourist class, and have accommodations without bath, arrange with the Bath Steward the hour you want to bathe.

Life Afloat

The kind of crossing you have depends about 95 per cent on you. You can indulge in a fairly continuous round of activity, spend day upon lazy day catching up on some much-needed rest, or make up your own happy combination of the two.

The day begins for you whenever you elect to be called. Remember, on the eastbound crossing you lose approximately three-quarters of an hour each day because you're going toward the sunrise. On the westbound

voyage, of course, you gain that amount daily. Set your watch accordingly the night before and the hour you get up next day will be right with the ship's time.

You may arrange to have your breakfast served in your stateroom or take it in the dining room.

During the day, dress aboard ship is confined to sports clothes. According to the weather, women find skirts and sweaters or blouses, and play clothes most comfortable. Men seem to prefer sports jackets and slacks.

If you're traveling first-class, it is customary (but not obligatory) to dress for dinner except on the first and last night and Sunday nights. For the ladies, the ever popular short cocktail dress is quite formal enough and presents less of a packing and pressing problem than does a long evening dress. For men, black tie or, if they're traveling without a dinner jacket, a dark business suit.

It's a pleasant custom to repay cocktail obligations aboard by giving a cocktail party in your stateroom toward the end of the voyage. The cost is extremely reasonable and many ships furnish free canapes.

Warning: Never flip a lighted cigarette over the rail or through a porthole. The wind might suck it back into another part of the ship.

Though facilities may vary somewhat from ship to ship, and class to class, almost all have lounges, bars, a beauty parlor and barber shop, a doctor, radios, deck games, writing facilities, libraries, souvenir and sundry shops. Most ships have a swimming pool, a movie theater (usually used for church services on Sundays), a ship-to-shore telephone and planned entertainment. Many of today's vessels are air conditioned. To know what's available on your ship, check with the Purser, the bulletin board and other passengers.

It is customary when ordering drinks, purchasing cigarettes, playing cards or other items, to sign "chits" for them. Bills for these are payable at the end of the voyage.

Tipping is not customary until the last day. Never tip the Purser, Chief Steward, or any ship's officer. If you can arrange it, put the tips into individual envelopes and distribute them immediately after the last meal aboard. (See Tipping, page 40).

Sports and Ship's Pool

There are all kinds of individual and group amusements to while away the hours at sea. Most popular are

shuffleboard, quoits, table tennis, bingo, deck tennis, trapshooting and horse racing. This last is a popular deck game played with miniature wooden horses, usually 6. Their progress is governed by the roll of dice and the race is run off on a pari-mutuel basis. Time, places and rules for these games are obtained from the Deck Steward or Social Director.

The Ship's Pool works on the number of miles the ship covers from one noon to the next. If the average run is, say 500 miles per day, 20 numbers from 491 to 510 are written on slips of paper. These slips are auctioned off to the highest bidder and sometimes the Low Field (all numbers below 490) and the High Field (all numbers above 511) can be purchased as complete packages. The pot for the winner varies, of course, with the total amount of the pool.

The Hat Pool works roughly in the same manner as the Ship's Pool but the stakes, and hence the payoff, are somewhat lower.

The Steward who handles the Pools gets from 5 to 10 per cent of the pot, and an additional 10 per cent is usually turned over to a marine charity.

The Ship and Her Crew

A modern ocean liner is much like a traveling hotel. She is in sole command of the Captain who is, through no fault of his own, pretty unapproachable. He has at least a hundred and one separate jobs to direct and on larger vessels you may never see him. Except in a case of direst emergency, don't bother this gentleman.

The "traveling" part of the ship is in charge of the navigation and engineering officers; the "hotel" part functions under the guidance of the Purser. Under him are the Chief Steward who runs the food, beverage and amusement departments, and all other personnel who attend to the wants of passengers.

The Purser can be your best friend aboard. Learn his name, address him as "Mr. So-and-So "(never as "Purser"), and go to him about practically anything. He is a combination banker, room clerk, confidante, information center and social arbiter.

Waiters, chambermaids, bartenders and other service personnel are addressed as "Steward" or "Stewardess."

How a Ship is Navigated

A steamship is driven by a tremendous amount of machinery which is in charge of the chief engineer and his crew.

A gyrocompass is used to steer by. It operates automatically on a principle whereby the earth's rotation causes it to assume a position parallel to the earth's axis and thus point to true north. A course is laid out on a chart by the Captain or navigation officer who then sets an "automatic pilot" which steers the ship in a given direction. The rudder is moved to point the ship in that direction and held there until the navigating officers calculate that, allowing for wind, waves and current, it has covered the requisite distance on that course. Each day at sunrise, noon and sunset the ship's position is checked by observing the altitude and direction of the sun through a sextant. By comparing these figures with the time and with tables of figures for the particular day of the year, the exact position of the ship on the ocean is determined. Even when the sun is not visible it's position can be reckoned with remarkable accuracy by figuring distance covered and direction since the last observation.

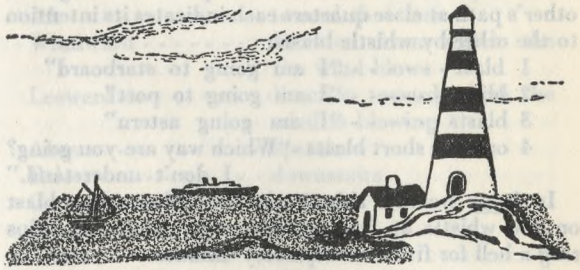
The skillful navigator thus knows where he is at every minute, day and night. He brings his ship across 3,000 miles or more of water and arrives unerringly at his destination with as little difficulty as you have driving from the supermarket to your own garage.

The ship's position is expressed in degrees of latitude and longitude. A degree (minute) is 1/360 of the earth's circumference or 1/90 of the distance between equator and pole. Latitude is the number of degrees (minutes) north or south of the equator and is marked by imaginary lines parallel to the equator. Longitude is measured in the same way east or west of the prime meridian which runs between the North and South

Poles and passes through Greenwich, England. Thus, the longitude of New York is 74 degrees or about 5 hours west of Greenwich.

When approaching shore, ships verify their position by lighthouses and lightships, each of which has a distinctive color or flash which identifies it as far as it can be seen. Today, ships also check their position with absolute accuracy, even in the heaviest fog, on radarscope screens (or similar radar devices developed during World War II), and by the aid of radio direction finders.

Other instruments which contribute to safety at sea include the fathometer which determines the depth of the ocean below the ship; sensitive instruments which measure the temperature of water so accurately that the presence of an iceberg can be detected 15 miles away and, of course, the radio which keeps the ship in constant communication with other ships and with the shore.



On leaving and entering harbors the ship is navigated by a pilot who knows the harbor like you know your front hall in the dark. You'll find it interesting to watch

the pilot boarding your incoming ship or leaving your outbound one.

Bells and Whistles

Officers and members of the crew are usually on duty for 4-hour periods or "watches", from 12 to 4, 4 to 8 and 8 to 12. Hence, ship's time is measured in 4-hour periods marked by half-hourly strokes of a bell. One bell indicates 12:30, 4:30 or 8:30. Two bells mean it's 1:00, 5:00, or 9:00, and so on up to eight bells when they start over again with one. It's up to you to know whether it's A.M. or P.M. Strokes of the bells are given in pairs -- "ding-ding. . . ding-ding. . . ding"is five bells (10:30).

The ship's whistle ordinarily blows one blast at 12:00 noon. It is often blown, too, as a salute to passing ships and as a signal for boat drill. You will find directions for drill posted in your cabin. Don't fail to attend boat drill; remember the Andrea Doria!

In harbor or elsewhere if two ships are crossing each other's path at close quarters each indicates its intention to the other by whistle blasts:

1 blast - - - - - - "I am going to starboard"
2 blasts - - - - - - "I am going to port"
3 blasts - - - - - - "I am going astern"
4 or more short blasts -"Which way are you going? I don't understand."

In foggy weather ships under way blow a long blast on the whistle at frequent intervals. Anchored ships ring a bell for five seconds every minute.

Flags

Every steamship flies her national flag on a staff at the stern. Leaving port she carries the flag of the country to which she is bound at the foremast head (first mast

from the bow). From the mainmast head (second mast from the bow) she flies the house flag of the line to which she belongs.

Lights

At night the ship carries a white light on the foremast, a green light forward on the starboard side and a red one forward on the port side. Various other ships carry lights to indicate their classification. For example, a tug with barges in tow carries three white lights, one above the other, on the mast.

Nautical Terms

Starboard - - - - - - - - - right
Port - - - - - - - - - - - - left
Bow - - - - - - - - - - - - front of the ship
Forward - - - - - - - - - toward the bow
Stern - - - - - - - - - - - rear end of the ship
Aft - - - - - - - - - - - - - toward the stern
Windward - - - - - - - - direction from which the the wind blows
Leeward - - - - - - - - - direction toward which the wind is blowing
Above - - - - - - - - - - upstairs
Below - - - - - - - - - - downstairs
Companionway - - - - - stairway
Deck - - - - - - - - - - - -floor
Chart - - - - - - - - - - - map
Saloon - - - - - - - - - - dining room
Pitch - - - - - - - - - - - the seesaw motion of the ship, in rough weather
Roll - - - - - - - - - - - - the side - to - side - rocking motion
Under way - - - - - - - - in motion, proceeding.

Never refer to a ship as a boat. A boat is often defined as any craft which can be carried on a ship. Ships, incidentally, are feminine gender. Christopher Columbus was a man if ever there was one, but if you pass the Cristoforo Colombo at sea, it's "Look at her," or "There she goes."

"Great Circle" Route

Many passengers, looking at the ship's course on the chart, wonder why between New York and Cherbourg, for instance, it runs in a great curve to the north. "Why don't they go straight across?" is frequently asked .The answer is that they do, but on a flat map of the world it doesn't look it. This route, the shortest, is called the "Great Circle" route, and is approximately the one followed by ships from New York to Channel ports. But on a flat map of the round world, necessarily out of proportion, it looks curved.

Distances at Sea

There is always much speculation about how far one can see across the water. At sea level the horizon is about three miles off. Your first sign of another ship is usually her smoke on the horizon. On a clear day this may be about fifteen miles off. You can see the funnels of a ship whose hull is still below the horizon from ten to thirteen miles away, depending on the size of the other ship and your own height above sea level. When she's five miles away you can usually distinguish the color of the funnels and at three miles you can make out details of the ship's structure. At a mile you can see her passengers. At night a ship's masthead light may be visible from fourteen miles away. Her port and starboard lights cannot usually be distinguished beyond three or four miles.

Shipping Lanes

People speak of "the trackless ocean." Actually, however, ocean shipping especially in the North Atlantic, follows routes nearly as well defined as the Lincoln Highway. One strip of ocean is reserved for east bound traffic; another to the north of it, for westbound. These so-called "shipping lanes" obviate danger of collision with ships bound in the opposite direction.

Speed of Ships

The speed of a ship is measured in knots, or nautical miles, (6,080 feet per hour). Fast modern vessels such as the Queen Elizabeth "turn up" around 27 knots. The United States, holder of the transatlantic record, made her historic run between New York (Ambrose Light) and Southampton (Bishop Rock) at an average speed of over 35 knots, crossing the ocean in 3 days, 10 hours and 40 minutes.

"The Sea Around Us"

Sea-water covers nearly three-quarters of the earth's surface. The bottom or "floor" of the ocean is no more level than is dry land. In a voyage from New York to Southampton, for example, the ocean is less than 1,000 feet deep until the Newfoundland Banks have been passed about the second or third day out. From then on the water is 10,000 to 15,000 feet deep, except for an area called the Azores Ridge about two-thirds of the way across. On approaching the English Channel the water again becomes less than 1,000 feet deep.

Ocean currents are familiar to most travelers. The best known, is the Gulf Stream, a current of warm water, 10 to 20 degrees warmer than the surrounding ocean, sweeping from the Gulf of Mexico northeast and

warming all of the northwestern part of Europe. The Japanese current is a similar current flowing northeastward off the coast of Japan. There are cold currents, such as the Labrador current which runs southward off the coast of Labrador and cools off the northeastern coast of North America.

Storms at Sea occur most frequently during the winter months. The ordinary "blow", terrifying as it may seem to the landlubber, does not cause the ship's officers any concern, though they may, for the safety of their passengers' limbs, require people to keep off the decks. The ship's weather bulletin may describe a storm in such terms as "half gale, rough sea", "whole gale, high sea", or rarely "hurricane, mountainous seas". But in a ship of modern construction there is no danger of her sinking because of a storm.

There is always discussion about the size of waves at sea, and many people over estimate their height. On the Atlantic, waves rarely exceed forty feet, and then only after long and violent storms. On the Pacific, waves have been measured at sixty feet.

It is rarely that one sees whales at sea, but in certain waters porpoises are frequent, and arouse great interest as they swim about the bow of the ship. Neither of these is a true fish; they are mammals, though living in the water. In tropical waters flying fish are frequently seen.

Sea birds of one sort or another are likely to be encountered, even in mid-Atlantic, but when large flocks of gulls appear it is a sign that land is not far off.

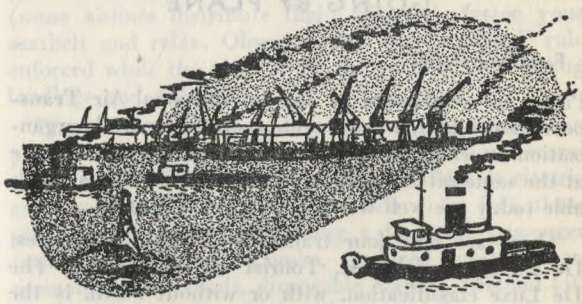
Approaching Port

If your ship is to dock at a port such as Southampton, Cherbourg, or Le Havre, you can usually buy your train tickets to London or Paris at the purser's office before you land. This will save much time and trouble.

Pay your "chits" and distribute your tips if you haven't already done so. (See "Tipping," page 40)

You will, of course, have all your baggage packed and locked but keep your keys handy to open it for the Customs officers.

As you approach your destination there will be certain formalities which you must observe. Usually there is a passport examination. You can get this tedious business over with in short order by being among the first in line or waiting until the last possible moment. If you do the former you'll be finished in



time to watch the fascinating process of entering the harbor; in the latter case you'll have little or no time to wait.

Landing

Official porters will board the ship when she has docked. Your cabin steward will find one to take your baggage ashore and you'll find him waiting for you at Customs. Make a note of his number, just as you did when you embarked.

Customs

Space forbids a tabulation of the regulations of all countries, but most Customs officials are human and none is apt to be very fussy with tourists. If you have liquor in your baggage, break the seal before you get to Customs or you may have to pay import duty. Check with the Purser or airline attendant on the amount of both liquor and tobacco you're allowed to bring in. If you are carrying gifts for friends abroad, let Customs assume they're personal belongings.

GOING BY PLANE

Fares and Flights

Prices are established by the International Air Transport Association, a world-wide cooperative trade organization to which scheduled airlines belong. All operate at the same rates but the various types of flights available today are well worth a little investigation.

There are now four transatlantic flight categories: De Luxe, normal-First, Tourist and Excursion. The De Luxe classification, with or without berth, is the creme de la creme, offering the largest and most comfortable seats, the ultimate in service and every luxury of food and drink it is possible to have on a plane.

Normal First Class across the Atlantic is somewhat less expensive. The baggage allowance is 66 lbs., as it is for De Luxe. There is plenty of leg room (important on the long overseas haul), the food is excellent and the drinks are free. Sleeper accommodations are available on these flights also.

On Tourist and 15-day Excursion flights the baggage allowance is 11 lbs.. The planes have 3 seats on one side and 2 on the other instead of the traditional 2 and 2.

Meals are free but drinks are not. If you don't mind close quarters, this is an economical way to travel and you'll get there speedily and arrive safely. Cost and time are the essential differences between Tourist and Excursion flights. If you are planning to be abroad only a short time you'll find the Excursion rate somewhat less expensive.

Enjoy Your Flight

If possible, sit in the rear of the plane. There is less vibration and you will have a view of the ground. Make yourself comfortable; take off your shoes if you wish (some airlines distribute flight slippers), fasten your seatbelt and relax. Observe the "No Smoking" rule enforced while the plane is on the ground, and during landings and take-offs.

There are separate rest rooms on all transocean planes. They carry individual soap, Kleenex and warm to hot water. The hostess has a special 24-volt electric razor to lend those who want to shave. In fact, these planes carry nearly everything a forgetful passenger could possibly want. Combs, sterilized toothbrushes, cosmetics, baby foods, disposable diapers, first-aid kit, playing cards and magazines in several languages are some of the regular accessories.

The altitude will increase your appetite enormously. Your meals will be ample, but a press of the buzzer will bring a between-meals snack or a beverage.

Gum chewing will help to keep your ears open during changes of altitude.

Plane Navigation

Air navigation and the science of determining the geographical position of an aircraft and of maintaining its desired course relative to the earth's surface, is similar

in principle to sea navigation. It uses the same general methods, employed singly or in combination. These include **celestial navigation,** carefully timed sextant observations of celestial bodies; **dead reckoning,** use of knowledge of distances and directions traveled from an observed point of known location; **piloting,** continuous observation of visible landmarks; **radar navigation,** observation of a radarscope or other radar device; and **radio navigation,** observation of radio bearings to broadcasting stations of known position.

Neither the Captain nor the co-pilot runs the airplane most of the time. A mechanical pilot called "George" does it, automatically making corrections for bumps and winds.

Things to Look and Listen For

If you want to know whether you're flying level, climbing or descending, take a good look along the roof of the plane. The forward or backward pitch will tell you how you're headed.

If at night you see a red glow and sparks coming from the engines it's just the exhaust--perfectly normal.

If you hear a racket coming from the region of the plane's "belly", it's merely the hydraulic pumps forcing the fluid to the proper places. If you hear what sounds like an automobile horn when the plane is on the ground, that, too, is the hydraulic system.

Shortly after take-off or before landing, you'll hear a change of tone in the engines. This means the pilot has altered the "bite" of the propellors, like shifting gears in an automobile.

Landing

Landing and Customs procedure is similar to arrival by ship except that the airline's ground crew unloads your

luggage. You'll find it at Customs, inside the terminal building. (See "Landing", p.29).

TRANSPORTATION

Travel By Train

You'll find foreign trains, by and large, better than you expected, and what's more, they generally run on time. During the peak season, though, they're usually overcrowded. However, seats in first and second class can usually be reserved in advance through your hotel concierge (a man whose services approximate those of the ship's Purser), or through local travel agencies. They will make sure that you have understood the time-table correctly and, since there are apt to be some quirks in foreign time-tables (like some trains running only three days a week) it will pay you to use their services. Continental European time-tables are printed on the 24-hour system, by which the P.M. hours begin with 13 (1:00 P.M. our time) and so on up to 24 (midnight).

A uniform 2-class system, First and Second, has been adopted in the United Kingdom and on most of the European continent, with rates comparable to the old Second and Third. Because of the resulting reductions in comfort and cost, you'll have a happier journey riding First if you can afford it. Always ride First Class in Asiatic countries and in Latin America.

Except on a few de luxe trains, drinking water is impossible to get. Carry your own bottled water.

Whenever you leave your seat, put your hat or a package on it or you may find it occupied on your return.

If you're traveling over mealtimes, be sure there is a diner. For instance, restaurant cars are never carried through the Simplon tunnel. There are usually two

separate servings on most trains. A steward will come to your compartment and give you a dining car ticket for the time you prefer. Nearly everyone eats the standard table d'hote meal, usually $1.50 or $2, where course after course is served from service platters. Plan on about an hour for your meal and don't tip; it's not expected. Sleeping cars abroad are less used than at home. They resemble our stateroom cars and have compartments for varying numbers of persons. Under the new system they are found on First Class and some Second Class trains. It is not uncommon for travelers to sleep in their compartment seats.

Whenever your train crosses an international border you will be visited by Customs officers, even if it's the middle of the night. Their examination is much like that you encountered on arrival and again, courtesy and willingness on your part will expedite matters.

When you arrive at your destination, open the window of your compartment and shout for a porter. Make a note of his badge number and hand your luggage out the window to him. (see "Tipping", p. 40).

Touring By Bus

This can be a wonderful, comfortable, safe and amazingly economical way to see foreign countries.

There are many good foreign motor coach companies and arrangements for tours may be made directly with them, through your travel agent at home or abroad, or through the concierge of your hotel.

Touring By Car

Cars complete with chauffeur can be hired by the day, week, month or whatever. If price is no object, this is one of the most delightful ways of traveling.

If you plan to drive yourself around in a rented car, get an International Driving Permit, valid for one year, from the American Automobile Association before you leave. There are excellent car-hire companies in Europe and most of them have U.S. representatives. See the AAA or your travel agent for details on this and also various money-saving ways by which you can buy a car for delivery on the other side, use it on your trip and bring it home with you. You can also arrange to buy a car abroad, use it, and sell it before coming home.

You can also take your own car abroad. Shipping costs are somewhat expensive, but if you plan an extended stay, this can, in the long run, prove to be an economical way to travel.

LIFE ABROAD

General Suggestions

1. Change your shoes at least twice a day. And don't try and break in a new pair when sightseeing.

2. Don't cram all your sightseeing or shopping into one day. Plan your days in two or three parts; sightseeing in the morning, a leisurely lunch and an afternoon of shopping.
3. Steal a catnap or siesta whenever you can. Immediately following lunch is a good time.

Hotels

If you are traveling in the summer season the necessity of making hotel reservations in advance cannot be emphasized too strongly. And be sure they are confirmed before you leave. With the growing number of American travelers roaming the globe as never before, the hotel shortage throughout all countries is becoming increasingly acute.

Hotels abroad fall generally into three classes, Deluxe, First Class and Second Class. A De luxe or First Class double room, with bath, ranges from $8 to $20 per day in Europe and often includes a Continental breakfast of coffee and rolls. What the great hotels lack in such little extras as running ice water and (usually) soap, they make up for in such luxuries as linen bedsheets and superior, personalized service. You may also leave your shoes just outside your door at night to be shined. No charge for this.

There are many sorts of less expensive accommodations in the cities also. You may prefer to stay in a Paris pension, a youth hostel almost anywhere, or live with a family in Copenhagen. Once outside the big cities you'll find a variety of places to stay, ranging from the old British Inns to the new government-built Spanish paradores -- all inexpensive and comfortable. French chateaux and castles in Germany and Austria have been remodeled and now provide accommodations for tourists and in some parts of Europe

it's even possible to find that American institution, the motel.

Nearly all continental hostelries also offer a Full Pension (room and all meals) or a Demi-Pension (room and two meals). Most hotels automatically add a service charge to the bill. It varies from 10 to 20 per cent depending upon the country. When departing from a Deluxe or First Class hotel, certain extra gratuities, over and above the service charge, are expected. (See "Tipping," p.40).

Ask the concierge, whom we mentioned earlier, about everything. He'll sell you stamps, get you reservations in restaurants or for the theater or advise you on what to see.

In practically every first-class hotel in Europe there is good, fast laundry service, but be careful of having things cleaned. A cleaner may take three weeks, or he may wash everything you give him, furs, a velvet dinner dress or a tweed suit.

Restaurants

Cuisine is taken much more seriously in Europe than in the United States. Today's continental traveler rarely runs across any tainted food. If you do, it's ten-to-one you found it in that picturesque, out-of-the-way little place instead of in an average restaurant or hotel. Most of the cases of "traveler's complaint" stem from plain old-fashioned fatigue and overexcitement. A few general health suggestions, however, are in order.

(1) Though water from the tap is safe in all European capitals, its chemical content varies from country to country, just as it does here from state to state. To be on the safe side, it is wise to consult your doctor as to the advisability of typhoid-paratyphoid shots to counter any ill effects from water, vegetables,

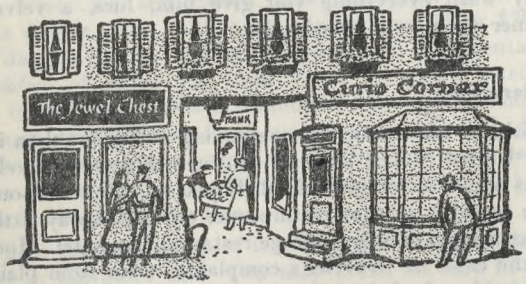
salads, etc. You can stick to bottled water, but it's a nuisance.

(2) If you do dine in one of those small interesting little spots, watch the milk, ice cream, hamburger, sausage, stew and even ice cubes if you suspect they're made from well water.

Most restaurants add a service charge of 10 to 20 per cent of the bill. Additional tips are given only if your waiter has been unusually helpful and attentive and in this case an added 5 per cent is plenty.

Shopping

Store hours throughout Europe are somewhat of a nuisance. Many close at noon and reopen at 2 PM. In the siesta countries they sometimes stay closed until 4 o'clock, but remain open until 7 PM or later.



If your trip is less than 12 days, you may bring back, duty-free, $200 worth of foreign purchases. If you are abroad 12 days or more, the limit at present is $500, but the President has recommended that this amount be raised to $1000. You may bring back, as well, certain non-dutiable articles such as antiques over 100

years old and original works of art, including signed prints. It is essential in the case of non-dutiable antiques to secure a certificate from the seller as to their age. It is best in all cases to get sales slips of your purchases. It will simplify your Customs declaration on returning and act as proof in case your valuation of any article is questioned. You may bring back only one gallon of alcoholic beverages duty-free.

Gifts, other than those just mentioned and costing less than $10, may now be mailed from abroad on a duty-free basis with no effect on any of your exemptions. Not more than one parcel per week may be sent to the same person and all packages should be plainly marked- "Gift - Value Under $10,"

Except in England, lengths, weights and measures are generally expressed in the metric system which is as handy for computing as our own decimal system of coinage.

A kilometer is about 5/8 of a mile. To change to miles multiply by 5 and divide by 8.

A meter (1/1000 of a kilometer) is about 39 and 1/3 inches, approximately 1 yard.

A litre is a little over a liquid-measure quart.

Five hundred grams are a little over a pound. A kilogram (1000 grams) is thus a little over 2 pounds.

Modes and Manners

If people and customs were the same abroad as at home, it would take half the fun out of traveling. You'll have a pleasanter time if you observe the manners of the country you're visiting and adapt your own accordingly. Remember that though customs may differ politeness is (or should be) universal. The influence of the average traveler is one of America's greatest assets in foreign relations. You, along with the other millions of U. S.

citizens who roam the globe each year have an important role in explaining America and her aims. Between people everywhere, understanding works in many small ways. You visit a hotel, go to a restaurant, take a train: everywhere you go you're creating an impression. If you are friendly and courteous and make an honest effort to understand, it will add up to a considerable fund of good will for America.

TIPPING

Shipboard

The table below is based on two passengers in one stateroom. If you're traveling alone, 75 per cent of these figures is more than adequate.

	First Class	Cabin and Tourist
Cabin Steward	$2 per day	$1 per day
Cabin Stewardess	$2 per day if used	$1 per day if used
Dining room Steward	$2 per day	$1 per day
Deck Steward	$2 per trip	$2 per trip
Bath Steward	$2 if used	$2 if used
Head Dining room Steward	$5-$10 if used	$5 if used
Wine Steward	$5-$10 if used	$5 if used
Night Steward	$2 per night if used	$2 if used
Bar or Smoking-room Steward	20 per cent of your drinks or total bills	

Tipping aboard cruise ships depends upon the quality of accommodations, the class of liner, duration of the voyage, etc. If you're doubtful, ask the Purser.

Hotels

The porter who carries your bags to your room is tipped at the time his services are performed, also the page-boy who brings messages to your room. Twenty-five cents per bag for the porter is ample; small change for the page-boy. The porter is generally the man who has shined the shoes you've put outside your door; give him 25 to 50 cents the first time you see him and again when you check out.

When leaving first-class hotels, certain extra gratuities are expected, over and above that service charge on your bill. Tip the concierge a minimum of $1, ($5 if your stay is over a week and his service has been especially good). Leave the maid some small change, about 25 cents per day, and give the room waiter and valet some small change if you've used them.

Miscellaneous Tipping

Tipping in other places and for other services depends on local customs and on the service you receive. In most countries except Portugal and one or two others, you tip the theater ushers and public washroom attendants as a matter of course. Generally speaking, a small coin is adequate. Taxi drivers expect about 10 to 15 per cent of

the fare, but like station porters, are sometimes histrionic artists at pretending their tips are inadequate, to say the least. Rickshaw coolies in Asiatic countries are similarly tipped.

Keep plenty of small change handy. You'll save time and money by having the exact tip ready when you need it.

RETURNING TO THE STATES

Your return journey will be much the same as your trip over except that you will gain instead of lose the same amount of time.

For ease in clearing Customs, pack all your purchases in one bag.

U. S. Customs

Just prior to your arrival in the United States you will receive a Customs Declaration form. Fill it out accurately and completely; it never pays to try and beat the Customs inspectors. Sign the form and deliver it to the Purser before entering the harbor. If you're returning by plane, an attendant will pick it up.

You will find your baggage under a placard marked with the initial of your last name. Wait until all your bags have appeared before asking for an inspector. Here again, courtesy goes a long way to ease your passage through Customs. **Never try to bribe a Customs inspector.** You may find yourself in a lot of trouble.

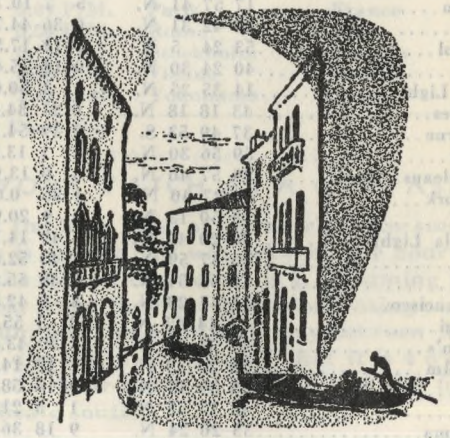
Once you have passed the Customs examination, you're officially and technically home again -- with

your purchases, your memories, and your diary. We hope the first brought pleasure to you and your family and friends, the second a treasure house of story and experience, and that the third proved a good and faithful friend throughout your journey.

A FOREWORD TO THE REMAINING PAGES

The following pages provide a traveler's record in which to note the daily happenings of your trip, and a Wanderchart on which to mark your journey across the face of the globe.

A section of world maps in color is followed by especially designed pages on which to list your favorite hotels, cafes and restaurants and the interesting people you meet. There are also pages to help you keep a record of your purchases, an account of your funds and of the cards, letters and gifts you send home.



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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.
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.
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.
Moscow	59 56 30	N.	2 1 13.5	E.
New Orleans (Mint)	29 57 46	N.	6 0 13.9	W.
New York	40 27 40	N.	4 56 0.6	W.
Paris	48 50 12	N.	0 9 20.9	E.
Pensacola Light	30 20 47	N.	5 49 14.1	W.
Quebec	46 47 59	N.	4 44 52.6	W.
Rome	41 53 54	N.	0 49 55.6	E.
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.
Stockholm	59 20 33	N.	1 12 14.0	E.
Tokio	35 39 17	N.	9 18 58.0	E.
Vienna	48 13 55	N.	1 5 21.5	E.
Yokohama	35 26 24	N.	9 18 36.9	E.

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DIFFERENCE IN TIME

WHEN IT IS 12 O'CLOCK NOON IN NEW YORK, STANDARD TIME

It is	8.00 P.M.	at Aden	Arabia
	5.20 P.M.	Amsterdam	Holland
	6.35 P.M.	Athens	Greece
	5.54 P.M.	Berlin	Germany
	9.51 P.M.	Bombay	India
	5.33 P.M.	Bremen	Germany
	6.56 P.M.	Constantinople	Turkey
	5.50 P.M.	Copenhagen	Denmark
	4.34 P.M.	Dublin	Ireland
	5.10 P.M.	Hamburg	Germany
	5.00 P.M.	Havre	France
	*12.37 A.M.	Hong Kong	China
	6.29 A.M.	Honolulu	Hawaii
	4.48 P.M.	Liverpool	England
	5.00 P.M.	London	England
	4.45 P.M.	Madrid	Spain
	*1.04 A.M.	Manila	Philippine Islands
	*2.40 A.M.	Melbourne	Australia
	7.01 P.M.	Moscow	Russia
	5.09 P.M.	Paris	France
	5.50 P.M.	Rome	Italy
	6.12 P.M.	Stockholm	Sweden
	6.06 P.M.	Vienna	Austria
	*2.19 A.M.	Yokohama	Japan

*Next Day

YOUR 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 SHIP'S LOG

DATE	COURSE	POSITION	RUN	WEATHER

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 knot.

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

ITINERARY

Wednesday - July 9, 1958

Elder Stafford on a bleak rainy day drove me to the Huntsville Airport where I was to board the plane for New York at 9.07. The plane was 23 minutes late. Principal Stafford had a word of prayer with me, I boarded the plane, and every now and then I would wave at Elder Stafford who kindly waited to see me off. Although he was a busy man, he was sympathetic enough to wait until my plane was ready to take off. He did not know that this gesture did not make me feel so hopelessly "alone."

I am on the plane now. The hostess comes around to get the names of the passengers. We are still on the ground. Slowly and leisurely like a proud peacock the engine purrs, the wings sperial around. It struts ostentatiously down the runway until it

approaches the turn. The hostess admonishes us to put on our life-belts. We learn that we will fly 9,000 feet high with the first stop at Knoxville, Tennessee and that the flying time is exactly 43 minutes.

In a few brief minutes a complete metamorphosis has taken place. Instead of being confronted by a dull drab day with rain intermittently falling I am gradually transported into a Fairy World high above the Clouds.

I can see the blue of the sky and the warm sun shining from a cerulean dome. Completely hidden are the brown earth, the green trees, the cozy-looking cottages, the twisting streets checked here & there

with plots of green.

But wait a minute! The clouds are breaking in spots through which I can glimpse this 'good earth' again. With its array of brown and green it presents the appearance of a huge checker board upon which a kind Santa Claus has imposed toy homes, toy trees, toy streets, and toy rivers.

Again the scene changes! We seem to be entirely inundated by clouds! Now clouds of a pinkish tint - now clouds, soft white, and fluffy clouds. Clouds to the right of us! Clouds to the left of us! Clouds to the north of us! Clouds to the south of us! So close are they to us that

Ezekiel's wheel - we seem to be way up in the middle of the air! Only we seem to be riding on the back of the cloud (Shelley) with the sun still peeping at us from one of the windows of its palace of blue.

Now the scene changes again! I see only clouds, the sun has vanished completely. Beating their tiny bodies against the window panes, (now suddenly the scene changes again) little drops of water appear to ask my permission to come inside the plane out of cold clouds.

Now the scene suddenly changes again. As far as I can discern probably miles & miles in the distance, I see clouds, clouds, and more clouds in beautifully formed fantastic shapes.

My imagination plays havoc with me! I can see now a white plain bordered by towering white mountains with a patch of blue showing an aerial Lake Tahoe - famed for its beautiful blue as one of golden California's most picturesque scenes. Now I see huge towering, ambitious Rocky Mountain peaks - only instead of being green with white snow-cap crowns they are clothed

entirely in purest white.
I wish you could see the
scene of beauty.
Now at this very moment
we pass a great mountain
— it may be an aerial
Matterhorn or an Everest
of fluffy Cloudland! Now
we are passing a palace
that mortal hands could
never design.
I find myself dozing
as I wander into the
Land of Nod. Suddenly a
voice pierces the air over
the Loud Speaker: "May I
have your attention Ladies
& Gentlemen, we are now
begin to make our descent
into Knoxville. Tighten
your belts please!"
It is radiantly bright

I can see the sun's reflection
upon the shining wings
of the plane.
The cloud breaks into
mysterious looking dark
valleys. Over there is a dark
tower of clouds breaking.
The plane moves more
slowly and slowly. Down,
down we go. There are
larger openings in the cloud.
I can now see a real river,
real houses, real roads; the
topography takes on a definite
shape. The streams are beauti-
ful tan ribbons (because
of the rain) running across
green & brown patches of land.
Lower and lower, down
down — I can see clearly
roofs of houses, barns
& other outbuildings characteristic
of rural districts. Now 5,000 feet;
4,000 feet; 3,000 feet; 2,000 feet;
1,000 feet; 500 feet; 400 feet;
300 feet; 200 feet; 100 feet; 100

75, 50, 25, 15, 10, 5 feet, 1 feet — we kiss the runway, and again like a proud peacock the plane struts down the runway.

"Ladies & Gentlemen, we are now at Knoxville. We will be here approximately 15 minutes. If any of you wish to del-plane, be sure to use an "occupied card" and remain behind the gates. Thank you!"

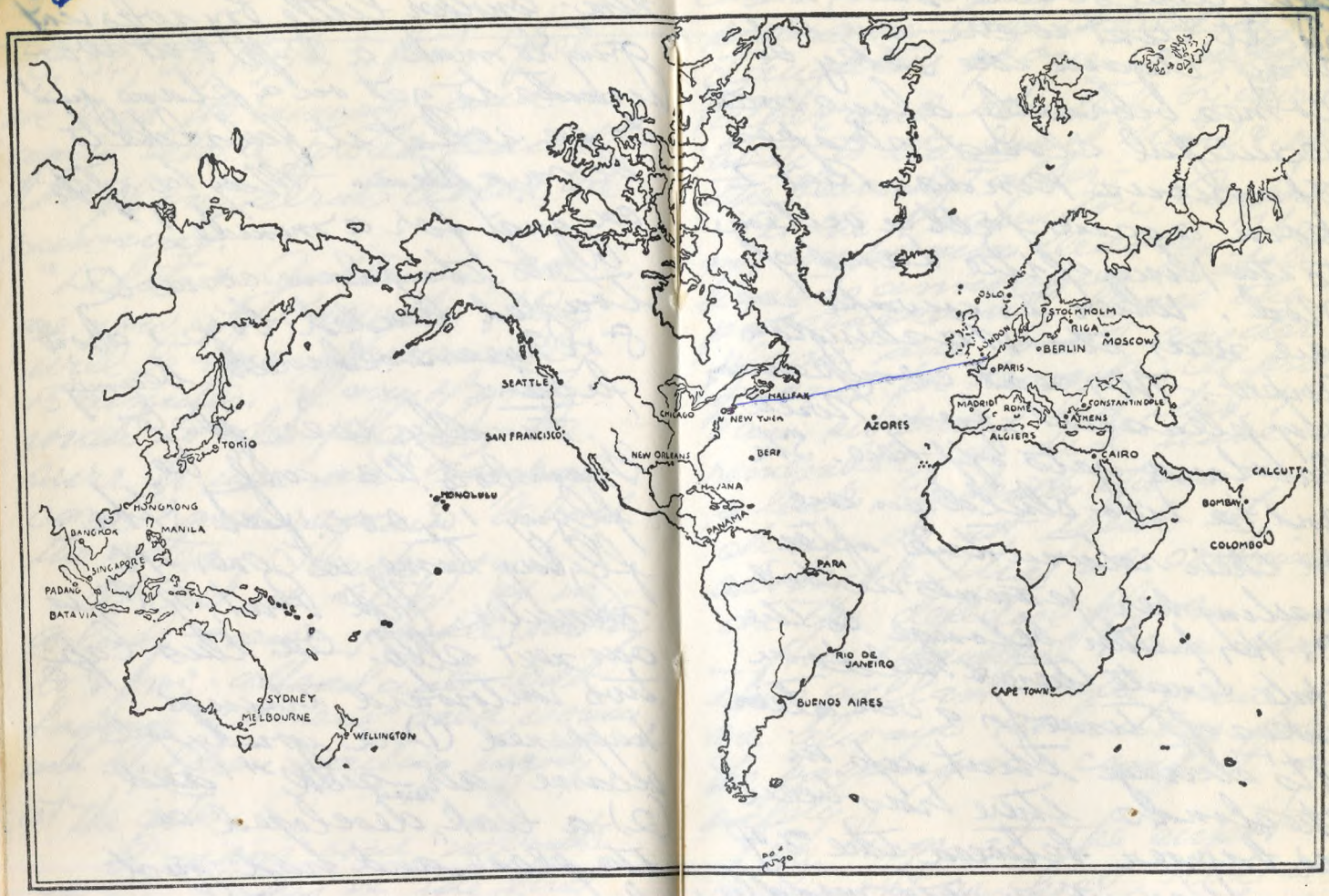
At last we stop. It is a lively scene — people walking to & fro; attendants with baggage carriers; men, women, and children waiting eagerly at the gates.

A man's voice interrupts the air: "This is the first time this little boy has made a plane trip. He is thrilled to death. He has a friend with

him — another little boy who isn't going to make a trip but who wants to get on a plane just to see what it feels like to be on a plane. May he step on just for a minute?"

Into the plane come 2 tousled headed boys about 8 or 9 years old with beaming faces.

Finally, we're off — to Greensboro. We will be flying 13,000 feet. The flying time is over 40 minutes. High Point, N.C., is our next stop. On this lap two untoward things happened (1) a young girl became "air-sick" and (2) a leak developed in the plane and had just been discovered. This delayed us about half an hour or more. I thanked



WANDERCHART- *on this outline map mark your travels across the face of the globe.*

so that the leak had been discovered in time.

(62) At last we're on our way! Again the sky becomes vibrantly alive with beautiful cloud-shapes of various kinds. But I soon again fall a victim to the King of the Land of Nod. When I awake we are near the Washington Airport. My seat companion very pleasant from North Carolina gets off here. She and her kids children are on their return trip after visiting her parents in the N. C. Her father belongs to the State Senate there & seldom takes off time for a vacation. It's strange that up in the clouds there has been no barrier between the 2 of us. Way up in the middle of the air the matter of segregation disappears.

Despite the differences in color, we are of one blood, ~~and in one word,~~ (63) daughters of one Almighty Father and related by spiritual birth to the Son of Man & of the Heavenly Father.

At the Washington Airport my companion leaves. The hostess announces that all passengers will leave the plane and board another plane for Newark. At first I am surprised but then I remember we did have a leak. Evidently those in charge do not think it advisable that we continue on the defective plane.

How thankful I am that these gallant crew men are always solicitous for the passengers' comfort & safety.

We linger at the airport for almost an hour. Now we start. We ascend higher & higher we go. "Again,"

you say? Yes - you've guessed it. I have fallen asleep again. In a few minutes over the mike comes the good news, "Ladies & Gentlemen, you are now nearing Newark, the end of your trip. Fasten your seat belts! Don't get up from your seats until the plane comes to a definite stop. We hope you have enjoyed your flight. Down, down, down we go until the plane comes to a definite stop. As I walk to the gate, the attendant tells me I may get a limousine to the West Terminal in New York.

At the West Terminal, I go to the baggage room to check my luggage. I hear a voice over the loud speaker: "Dr. Eva B. Dykes, you are asked to

asked to report to the Capital Airlines Desk at once." When I report there I am told that Mrs. Simms and her daughter are waiting for me in the West Terminal. I am happy to see them. Sister leads us to their cute little salmon-colored Chevie. We get in and like a veteran driver Sister drives us through a maze of traffic until at last we reach her comfortable home in St. Albans.

Thursday - we go to New York to take care of some odds and ends. Friday - the same routine. Thursday night Dave Carter came over to show some slides taken with his Argus C 44 R.

Sabbath - I play 2 - We go to Unitas Church - Linden Boulevard Church. Here I see many Oakwoodites in

including Eddie Robinson, Elder Earle & wife, Gloria Thomas, Beamon, the friend of Ruby Thomas, and a few others whose names I do not recall.

Home! Dinner! Sunday - Mr. and Mrs. Gray come by to take us to Mrs.

house to dinner. We have a lovely time. Owen Fry had come over in the morning to explain some technicalities about taking pictures.

MONDAY

At last we go to N.Y. and pick up tickets and last minute instructions. 6 p.m. - we go past my sister's foster daughter, Mrs. Sloenbow - who takes us in her spacious Buick to the Airport - Idlewild. Elder Owen Fry, Jones, & Rogers come to see us off. Melton also comes. One final

goodbye, Owen takes a hurried picture, we rush to the plane & we're off again on the T W A Jet Stream for Europe.

It's wonderful to know that at last we're off for Europe. Up - up - up - we go. The hostess urges us to tighten our belts. I see Mr. Roberts who lived above me this past year in East Hall at Oakwood. Anita sits behind me at a window. Our ride is comfortable and finally we fall asleep. I take a prayer for Sidi's keeping power. When I awake the next day

TUESDAY

I see a glow of pink on the horizon. Experimentally I take 3 pictures of the clouds.

I 15 - 50 - 8
II Inf - 50 - 8
III Inf - 100 - 8

Soon we have breakfast & then we finally see the land! Wales! finally

See old Book

the London airport. Formerly the captain had told us that we are to arrive in London in 1 hour & 15 minutes. After a limousine from the airport to the terminal in the city a House of Travel Representative meets us and takes us to our Hotel

60 Bryanston Court Hotel
↳ Grand Cumberland
London

Our room is Number 18. A very friendly little porter - Mr. Mimo, an Italian, brings us to our room. For dinner we get on the bus and go to Leicester Square to the VEGA for dinner. The dinner was cheap in price, the vegetables were good but not seasoned well. //

WEDNESDAY

We go down to U. guide - at Trafalgar Square & start on an interesting Tour at 10 o'clock.

1. National Gallery - old masters
2. Cemetery. Henry VIII to prevent funerals - St. Martins in the Field
3 Down Mall to Buckingham Palace directly in front! Rainy day.
4 Monument to Duke of York

No one knows why monument was erected to him & why so high. No one knows why but they say they put him up high ~~until~~ so he get away from his creditors. This monument is on Waterloo Place, S.W.1. It is 124 ft. high & was erected in 1833 as a memorial to Frederick, Duke of York, the second son of George III

bears no inscription: altho a noble and memorial, the greater part of bill was paid by the simple expedient of stopping one days pay from every officer & man in British Army

5. Monument - King George II
6 Marlborough-House separated from St. James' Palace only by the roadway. Has been the London home successively of King Ed VII, Geo V, then Prince of Wales, Queen Alexandria & Queen Mary. Was built by Wren in 1709 for the great Duke of Marlborough & "Sarah" but alterations have deprived it of

its original character.
7 St. James' Palace. Has ceased
to be the sovereign official residence
but the western portion known as
YORK HOUSE has been so used
by members of royal family, including
Duke of Windsor (when Prince of Wales)
& the Duke of Gloucester. Formerly
Henry VIII's palace.
8 BUCKINGHAM PALACE
London Palace of their Majesties
the King & Queen. When they are
in residence the Royal Standard
flies from the mast & the
changing of the guard takes place
here instead of at St. James's
Palace. Palace forms an
extensive quadrangle, the
east front facing the Park being
360 feet long. The ceremony of
changing the guard daily in
summer at 10.30 a.m. invariably
attracts crowd.
In front of palace stands the
Queen Victoria Memorial. 24
Mns. on guard. Past Flag-Majesty
800 rooms. Originally home of
George Villiers. Front Grey. Back Brown.
Queen here from M-F. Then she
goes to Windsor Castle till Monday.
Memorial designed by the
late Sir Thomas Brock.

800 Rooms

Date
Place

Central figure of the Queen (13
ft. high) is carved from one
solid block of marble & has
to the rt + left groups representing
Justice and Truth while facing the
Palace is a group symbolic of
Motherhood. The whole is sur-
mounted by figures of Courage +
Constancy.
Queen has garden-parties in back
of Buckham Palace. 3000 - 4000
people.
9a GREEN PARK = a triangular
space of 53 acres between
Constitution Hill + Piccadilly
Originally attached to Park. Not so.
Kg Geo saw man stealing
flowers. Angry. Commanded all
flowers removed and only green
to remain. Hence name.

9 (73) (55) 20

PLACES VISITED

Date

Place

HYDE PARK CORNER *

another of London's landmarks & one of world's busiest traffic centers. Vehicular traffic passes the corner on the gyratory system. A recent census showed 47,000 vehicles pass this pt. between 8 a.m. & 8 p.m. or over 100 a minute.

2 monuments in honor of 1st. fallen members of the Machine Gun Corps & of Royal Regiment of Artillery. The former is a tall David with a sword & the line "Saul hath slain his thousands but David his tens of thousands." The Artillery Memorial has a large panel to commemorate the dead of 1939-45

Large building at corner of Grosvenor Place is St. George's Hospital on left.

(10) (74)

PLACES VISITED

Date

Place

Home of DUKE OF WELLINGTON + DUKE OF WELLINGTON MEMORIAL on the right. Apsley House was presented to Duke of Wellington by nation in 1820. It has now been presented back to the nation + part used as a Wellington museum *

(11) See p. 134 Ward Sock.

PARK LANE overlooking eastern side of Hyde Park long famous for its splendid mansions - some filled with world's most famous pictures + statuary. Character changed recently to business - commercial

(12) Two large homes Grosvenor House (long the home of the Dukes of Westminster) & the Dorchester House, wherein Mr. Whitelaw Reid ambassador resided when ...

Grosvenor Square - one of
Date largest in London. No 1 =
Place U.S. Embassy. Lord
Lytton, novelist lived in
No. 12. Rienzi + the Last Days
of Pompei were written at
36 Hertford Street. Here also is
FRANKLIN D. ROOSEVELT
Memorial unveiled by Mrs. Roose-
velt, April 12, 1948. At
25 Brook Street (plaque)
HANDEL lived. Nearly all
his works composed within
its walls including Messiah
MARBLE ARCH - stands
14 at N.E. corner of Hyde Park. Buckingham
Palace originally a 3-sided building
with Marble Arch set near the open
side. When Queen Victoria had
the present east front added to
the Palace in 1847 - had to be
moved. Dismantled in 1849 & set

up in its present position
Date 1851. Another busy corner
Place of London. Recent census - between
8 a.m. + 8 p.m. no fewer than
52,000 vehicles passed. With
a view to relieving congestion
Park Boulevard set back some yds
ago. leaving Marble A. in the
centre of a spacious "circulating
area" known as Tyburn
Way on its ~~North~~ Park Side
15 where GALLOWS stood a
spot indicated by a triangular
stone in road west of the
Arch.

Exact site indicated by a
tablet on Hyde Park railings
First recorded execution = that
of William Fitz Obert or
"Longbeard" 1196. Hereafter
Wm. Wallace, Scottish patriot
1305, Perkin Warbeck, the pretender

16 Smallest House in London. No. 10 Kitchen - bedroom & bath & stairway

Date

Place

1499, Elizabeth Barton, the Holy Maid of Kent" 1534; the notorious highway, Jack Sheppard (1724). A movable gallows 1760 substituted for the old fixed structure. After 1783 all executions took place at Newgate.

Near Marble Arch are Odeon Marble Arch Pavilion, & Cumberland Hotel.

HYDE PARK

Cars may use avenues but not carts + lorries. Cyclists. Chairs may be hired from 9-2 for a 4d. ticket, or 12-5, or 4 to close. Bathing permitted in the Serpentine Lido free from 6 a.m. to 10 a.m. daily including Sundays.

GAS WORKS - oratory Speakers Corner - Religious; S.D.A.

Date

Place

Another type - Col + White - Politics any subject under the Sun.

Hyde Park has an area of 361 acres + joined on west by Kensington Gardens with 275 acres, the two together form London's finest lung. At No. 10 Hyde Park Lane is SMALLEST HOUSE IN LONDON - Narrow door - stairway - Kitchen - below that bedroom + bath.

KENSINGTON GARDENS broad avenues + charming water scenery give sudden surprises of landscape unsurpassed for beauty in any part of England. Gardens laid out in reign of Wm. II. Enlarged by George II. At this time Queen Caroline appropriated 300 acres of the old Hyde Park &

separated the two by a fosse and sunken wall.

Date

Place

The Serpentine, an artificial sheet of water - beautiful. Crossed by a 5-arched stone Bridge at entrance to Kensington Gardens.

21 ALBERT MEMORIAL erected to memory of Prince Consort. Cost £120,000. Pedestal adorned with 178 marble reliefs of musicians, poets, painters, architects + sculptors of all time. Among the public undertakings with which Prince identified himself was the Great Exhibition of 1851 held in Hyde Park. Hence the Prince holds a copy of the Exhibition Catalogue. Can hold 6,000 people. 1,000 orchestra. One of largest concert Halls in Europe.

Royal College of Music - International College of Zoology.

Date

Place

23 VICTORIA + ALBERT MUSEUM - one of world's outstanding museums. Half of Museum is devoted to displays exhibition of European historic styles, with objects from all departments but together in a series of specially arranged galleries; Islam, Indian and Departmental Collections. When great Exhibition of 1851 made large profit of £186,000 Albert saw opportunity of carrying out plans for a great cultural centre of museums + colleges in South Kensington. Exterior dominated by great central tower, 185 ft. high which has an open lantern forming outline of an Imperial Crown, to mark the character of great national building. Could see Bomb Scars on outside. One exhibit - Samson Slaying a Philistine

81 + Old Chess Board.

PLACES VISITED

Beauham - small street of small elegant shops.

Date

Place

CHELSEA Gardens - dogs - near Cheyne Gardens is Cheyne Walk (Chaucer) - At No 4 Geoge Eliot died in 1880 after a residence of 3 weeks only. In the No. 16 Dante Gabriel Rossetti 1828-82 lived. Whistler lived at No. 21 for a short time. A Statue of Thomas Carlyle by Boehm marks foot of Cheyne Row. CARLYLE'S HOUSE (No. 24 - formerly 5 - Cheyne Row) was purchased by public subscription in 1895. Open daily 10-6 1s. or 6d each for parties of 10 or more. Closed Sats + Sundays.

PETER JONES glass store. During bombing never lost a pane of glass.

PLACES VISITED

TATE GALLERY - 82 rooms

Blake, Turner, Sargent, Pre-Raphaelites. In 1941 the Tate Gallery was severely damaged in successive air-raids. Eastward from the Tate Gallery the Victoria Embankment extends to Westminster Abbey + Houses of Parliament.

Date

Place

LAMBERT BRIDGE - rebuilt at end is LAMBETH PALACE home of Archbishop of Canterbury

3 HOUSES OF PARLIAMENT -
1. Royal Entrance, 2 House of Lords
3. House of Commons.
Statue - Richard the Lion Hearted.

WESTMINSTER ABBEY. Now restoring Abbey at terrific cost.
* Coronation Stone. See BOOK.

STATUE OF A. Lincoln

SCOTLAND YARD

No 10 DOWNING STREET.

HORSE CAR.

WESTMINSTER ABBEY.

Date Head is Dean. - appointed

Place by her Majesty.

11th cent. Edmund Confessor

13th " Henry III - Greatly admired Edward Confessor. but did like the Abbey. Rebuilt Nave.

Statesmen: Gladstone, Disraeli.

Poets' Corner: * General Wolfe - Canada.

Confessors Tomb - originally beautiful. Inlaid precious stones. Had Gild Cover.

Henry VIII despised Church

Henry VII Chapel

Henry V - Effigy - Head is Missing Silver. - Cromwell's Men

Tomb of Queen Elizabeth

George II last King to be buried in

Crowned - in front of altar

Date Holds 2000 people.

Place Scaffolds erected to hold 4,000.

PLACES VISITED

1 Psalm 80:5-6 Matt 9:

Date Volume 9: 32 S of P.

Place 1:24 - Test Gnu godliness

Workers - Self Examination

3 Vol 2: 601 -

Norma Smith Welch - Sr. Lucy Walters

2224 Bell Av. N.W. Huntsville, AL.

539-7343 Sat behind me.)

in church, & sings beautifully

3 Call for Blind Adventist association

* Join this one

Bible Course. Sabbath School lesson

Elder Cleveland.

Psalm 100:1-2. Truth endures to all generations

Acts -

Campmeeting offering

PLACES VISITED

Cleard Earl Cleveland

Date

Place LETS GO TO SCHOOL

2 Peter 1:5

Ephesians

Ephesians - Course of Study - That Christ may dwell in your by faith -

Love of Christ that passeth knowledge 3:7

Galatians 3:7

Luke 16:16

1 John 3 or 7:3

"But we shall see him as he is.

Matt 17:5 Transfiguration

John 1:42

Hebrews 8:-

Holy Ghost become teacher

Rom. 12:2

PLACES VISITED

Date

Place

PLACES VISITED

Date

Place

881 -

Date Febr[redacted] Day.

Place Feb 2 2nd Friday.

Lepers in Cong. hall (1 Ⓢ-15)

Myrtle Brouillet

5:15 - 10 minutes

Date

Place

-✓

3'18

319

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