

Things and Thoughts Seen at Sea

By MURL H. DeFOE

(Mr. DeFoe, editor of the Charlotte (Mich.) Republican-Tribune, is spending six weeks in Europe, where he will travel extensively in Denmark and Sweden. The Eccentric re-prints the following article from last week's Charlotte newspaper.)

The Olympic, built 18 years ago, is the largest ship ever built by the British. During the World War it carried more American troops to France than any other and holds the record for the greatest single trip, 10,000 soldiers and

a crew of 800 extra. A suitable bronze tablet on the companion deck tells of this record, also that the boat rammed one German submarine and sank another by shell. The job of ramming a submarine stands as a master piece of sea maneuvering. The Olympic is still the pride of every British and any British sailor will tell you the boat is the best and most worthy of any ship sailing from Southampton.

The Leviathan, Majestic, Berengaria and Homeric are also German

built boats and taken over by the British and English governments at the close of the war. The real Britisher, notwithstanding the Berengaria and Majestic, are now flying the British flag (White Star line) is not very keen for these ships even though the Majestic is larger and the Leviathan is faster.

The newest and fastest boat afloat, the German Bremen, passed the Olympic (passing up and down the Atlantic) Saturday morning. The boats were not over two or three city blocks apart and it was a pretty sight. Both ships dipped their respective colors, a gesture of high seas respect. I thought it quite interesting to see the Olympic, which was predicated on some sort of seniority but it appears there is no rule in the merchant marine service. It is not compulsory and is done, when it is done, by both boats as they age alongside. It was a sight quite interesting to see the Union Jack come down for the German flag but it is the unwritten law of the sea. So when you find a person refusing to forgive and forget the World War tell him how the high seas sweep aside these unpleasant memories.

Men of war, sailing the seas, however, respect the rank of the commanding officer and the rank of the lesser rank, dip its flag first, which salute (which the action really amounts to) is promptly returned by the same look. All of which, after all, reflects the human element in the invisible something we call government.

On the first day out all the passengers are called together, ordered to don their life saving equipment and told what to do and where to report in the event of an emergency. There is considerable instruction but it is not difficult to visualize what a terrible thing is a ship disaster. The life savers are supposed to keep a person afloat for twenty-four hours and in that stretch many persons could be saved, thanks to the radio.

Which reminds us, that the writer, for \$21, can actually talk for three minutes from this boat, his home phone in Charlotte. The call can be put through at any time or place during the voyage.

A stop watch records a satisfactory execution and three full minutes of perfect service given for this rate of \$7 a minute and the service is not to be out of the voice is carried by radio to the New Jersey coast and then transmitted by telephone to any home equipped with a phone. How it is done I do not pretend to know although the operator on the boat is very gracious in his explanation of the phenomena. Maybe some of the promoters here in Charlotte, can make it plain to you. Mr. Sowers, I think, is an officer of the company organized to sell the Britton. (Heater and the air) achievement. In any event it is not to scorn when it can talk from a boat traveling toward Europe at a speed of 35 knots an hour to phone 627 in Charlotte and beyond that get almost immediate connection.

The Mauretania (A Cunard line boat) and English with her for years the mistress of the seas. Now, after nearly 22 years of service, she is being sold to the Bremen. It will not be long before the English will test the Bremen's record for the fastest time across the Atlantic. Britain will never relinquish, cannot possibly afford to, its dominance of the seas. We hope personally she is always the mistress. Such a policy means the safety and world supremacy of the English speaking peoples.

I left home at precisely the right time. The Wietzkes told me the caravans would be out of season for something over a month and I escaped buying a car. You couldn't wear straw on the boat and they are almost unknown in Europe and particularly in England where they are "good" the year around.

I have just received a marconigram signed by Wilson Geddes, Earl of Grantham, D. Garthmore and Charlotte Rotary Club. Wonderful men and friends. I only wish they were all on board. Perfect sea after an all day's rain Sunday. There is something fascinating about a rain storm at sea.

Looking through some publicity matter issued by the London & North Eastern R. R. this afternoon I came across a great deal of information about Bridlington, Mrs. Innis' home town, where her father is postmaster. If I recall correctly, and where she is spending the summer months:

"Another deservedly popular Yorkshire holiday centre is Bridlington, close to Scarborough. Some people call it 'Burlington'—an almost better name since this is traceable to the Norse word 'berlinger', meaning smooth water, an appropriate term here. An idea of its popularity can be gauged by the fact that in some years the Railway Company have brought here as many as 400,000 visitors and excursionists during the summer months. Bridlington does not cling to the sea, quiet and crowded with secluding craft, its immense playground of smooth tide-washed sands, its thronged Prince's Parade, its giant ballroom, implies intensive recreation on a large estatic scale. The air is the very finest man could wish for. It comes in from the North Sea on one side and wide moor on the other. And as the Flamingo cliffs screen it from the cold North Sea winds, owing to the flat, illimitable sands, on which there is no danger for anyone.

"You would never imagine when looking over Bridlington, with its spick and span promenades and its thoroughly modern manners and customs, that twice in past years it left a sudden and deep mark on history. It did when war burst over England between King Charles and his Parliament in 1642 and his Parliament's admiral of the fleet, frigate, his plan. The beloved Queen, Henrietta Maria, took up her quarters here, and was heavily bombarded at the unseemly hour of 5 a. m.; to the end, that she had to leave her bed very hastily and seek undignified sanctuary in a ditch. 'You may imagine,' she wrote to the King, 'that I did not like the music.'

"The rather little matter concerned the American War of Independence, the calm night of September 23rd, 1779, and one Paul Jones, Captain Jones had the acquisitive habit at sea rather strongly developed in his character. Now the predilection on the part of other people for their goods and chattels never has found favour with the British seafaring man. So that when the American freebooter appeared hereabouts and began aggressive tactics against our little fleet of merchantmen, though in command of six formidable ships mounting in all 204 guns he was immediately attacked by the conveying men-of-war, Serapis and Countess of Scarborough, both the latter and as prey a little naval scrap as any sailor could wish for was indulged in forthwith, the population of Burlington watching absorbed from the cliff edge.

"It is sad to relate—and Captain Pearson commends Serapis simply loathed writing his subsequent report to the Admiralty—that the British were overborne and had to surrender. But not until after five hours close hand-to-hand fighting in which Serapis was finally punished upon Paul Jones' side, whose shattered vessels eventually limped back to France, but they could, with the loss of their flagship, a large quantity of specie, hundreds

of men, and without any of our Baltic ships as loot."

I am sorry I shall not have time to call on Mrs. Innis. During her stay in Charlotte, this delightful little English lady told me many things about her father and her home town. To visit at least eight governments in thirty days calls for a careful budget, especially as to time.

Prohibition has reached the high seas. While we in the United States near about this twelve mile limit, the rule really means one hour's steaming by ship and twelve miles is the minimum mile-age made by the average boat in that time. England has a rule similar in character except that British boats within the "dead line" come under the British law as to the conduct of bars and sale of liquors. England is taxing the people into sobriety.

For example, good Scotch whiskey selling for under a dollar before the war, is now \$3.00. Regulations of bars and a careful licensing has also cut down the consumption. To do away entirely with liquor would leave a tremendous deficit in imperial revenues.

No bottled goods (spirits) are sold on board ship, that is, on the White Star boats. It is all done by drinks which encourages moderation. There is no drunkenness on ship, at least I haven't seen

any and I have spent considerable time where it is consumed which will be disarming news to L. D. (Loren Dickinson.)

OSTEOPATH MOVES

Dr. Paul J. Stryker, osteopath, is moving from the First National bank building to the Wakeeb building in rooms 211 and 212 Saturday. Dr. Stryker will have joint offices with Dr. Ralph E. Everall where they will install new, modern equipment.

Dr. Everall, who is also an osteopath, is moving from 210 in the Wakeeb building to his new joint-office with Dr. Stryker.

Mr. and Mrs. Lloyd Burns of Seattle, Wash., delayed their honeymoon trip while police hunted for the thief who stole the bridegroom's wooden leg.

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