

British naval officers. These people were evidently Germans, and came from the second cabin. On the journey from Fal-mouth to Deal and on through the North Sea, one gets an idea of the magnitude of Britain's task of controlling the seas. Scout boats everywhere, many of them carrying business-like looking guns at the bow, destroyers, singly or in groups, monitors, hydro-aeroplanes, and the mine sweepers keeping the channel clear make it possible for supply ships and transports to keep their uninterrupted procession to and from the continent, as though there were no such things as U-boats. I counted fifty boats at anchor at Deal, where they must all stop for examination before proceeding. It was at that time, last March, a very busy place.

Leaving Deal, we skirted the English coast for a few hours and then turned sharply to the east and crossed the really dangerous part of the North Sea. Here there was much wreckage, such as boxes, parts of boats, even pillows floating on the water, which told the story of what had happened and what might happen again. The fact that our boat had struck a mine on a previous trip made officers and crew very anxious. But we saw neither mines nor submarines. The sea was calm, the sun was bright, and it was difficult to believe in the reality of the danger. In our small party of eleven, not counting the German lady who was not very popular, we became very well acquainted with each other and with the ship's officers. The captain asked me if I expected to get to Holland, and when I replied, "I hope so," he said: "Hope so, that is the way to talk of going to Holland nowadays." We passed a tug at anchor and the word came from her that the divers were searching for the wreck of the *Tubantia*, and thought that they had located her. Soon after we came to the *Noord Hinder*, the Dutch lightship, and all danger was over. We anchored at the mouth of the *Maas* to wait for the tide and the next morning found ourselves at the dock in Rotterdam.

While in British waters, we carried a large black cone in the rigging in the bow, which is the sign carried by all ships trading with Holland that the cargo is consigned to the Netherlands Oversea Trust, or N.O.T., as it is called. This is an organization founded by the president of one of the big Dutch