

particularly last March at just the time when the *Tubantia* and *Sussex* were torpedoed was decidedly interesting. The trip through the English Channel and the North Sea could hardly be called monotonous. White-faced shivering stewards, multiplication of life-rafts, piles of life-belts, life-boat drill, etc., gave a feeling of uncertainty. I was on a Holland-American liner from New York to Rotterdam, and I was interested in comparing our methods of sailing with those of transports and other boats to and from English ports. We were not convoyed at all, and instead of darkening the ship at night, we went along with every light blazing, and the ship's name, *Noordam*, in letters of light, three feet high, showing on either side.

Nearly all of our passengers disembarked at Falmouth and we were held there for twenty-four hours in that very beautiful harbor. We left New York with our decks covered with snow, while at Falmouth we found everything green, and could see the men plowing on the hillsides. Although we were not allowed ashore, the only disagreeable feature of our stay here was our confinement for many weary hours in the second cabin saloon while the passengers for England were examined. Then our turn came. Each one of us was examined by a group of English army officers, as to destination, purpose of journey, etc. A letter I carried from Principal Gordon to Professor Onnes, shortened my examination to the merest routine. These young men were exceedingly polite and considerate but had the appearance of not being in love with this kind of work. There were in the first cabin one German woman, nine Dutchmen, one Belgian, and myself—a very light list. The German woman came in for a very thorough examination at the hands of a most competent looking lady examiner, but was allowed to proceed. The night we lay in Falmouth harbor every light was extinguished, or covered, so that not a single ray should betray the location of the harbor to hovering Zeppelins. From Falmouth to Rotterdam was, of course, the most exciting part of the journey where the nervous tension constantly increased. We were held again at Deal for a day, and our ship's papers, which had been removed at Falmouth, came on board again, having been taken to London, examined and sent on. We lost three of our passengers at Deal in a second examination by