

## BRITISH LINER IS NEW SPEED CHAMP

Queen Mary Beats Record of  
Normandie.

New York.—Establishing herself as the speed champion of the Atlantic, the Cunard-White Star liner Queen Mary set a new record with an elapsed time of four days seven hours and twelve minutes for the voyage from Cherbourg.

The Queen Mary's average speed was 30.01 knots, it was announced by the Cunard-White Star offices. This exceeded by .33 knot the previous mark of 29.64 knots set by the French liner Normandie, the previous holder of the blue pennant that is the badge of Atlantic speed supremacy.

The time was one hour, twenty-five minutes faster than the best previous westward crossing.

The previous elapsed time mark was four days, eight hours and thirty-seven minutes, set by the Queen Mary in a voyage which ended last July 26.

Before her arrival the Queen Mary had radioed that she had passed Nantucket lightship at 4:48 p. m. with an average speed to that point of 30.08 knots. Fog and unfavorable weather conditions reduced this average somewhat before the ship reached Ambrose light, which is the official terminus of the westbound voyage. The start of this run is Cherbourg breakwater.

After passing Ambrose, the Queen Mary continued on to Quarantine, where she dropped anchor to lay till morning.

Passengers keenly interested in whether the huge British liner would establish a new speed mark, were following the rises and falls in the average speed with as much interest as the officers. Purser Charles Johnson declared. Johnson said the weather had not been "really good" at any stage of the crossing.

At 8 p. m. a broadcast from the liner declared that a pea-soup fog continued, but that Capt. Sir Edgar Britten was driving his ship forward, with every confidence of surpassing the speed average of the Normandie.

Neither the Cunard-White Star line nor the ship's officers made any claim to the speed pennant at the end of the Queen Mary's voyage of May 28, when she made the crossing in the shortest "elapsed time." Instead they pointed out that the average speed of the Queen Mary was slightly lower than the figure set by the Normandie. The French liner's average, set in June of 1935, was over a longer route from Southampton to Ambrose light.

The Normandie therefore continued as the holder of the blue pennant, which had been won from the previous holder, the Italian liner Rex. Before the Rex the title holder had been the Cunard-White Star liner Mauretania, whose mark of 28.06, set in 1910, remained unbroken until the Rex steamed at an average of 28.92 knots in a passage from Gibraltar to Ambrose in August, 1933.

## Pride in His Bank Roll

Results in Its Loss

Detroit.—The old adage of "pride goeth before a fall" hit John Burmeister right where he felt it the most, in his pocket.

Burmeister was walking near his home feeling pretty good with a \$62 bankroll in his pocket, when he was accosted by two men.

"I'll bet my bankroll is bigger than your's," boasted one of the men, flashing a bundle of green slips.

"Tush," said Burmeister, pulling his roll from his pocket. "Look at this!"

The men did, grabbed it and fled, one to the north and the other to the south, leaving Burmeister guessing as to which one had his money.

## City Pays for Appetites

Fort Worth, Texas.—Fort Worth's taste for watermelon is adding to its cost of government. City Manager George Fairtrace recently opened bids on three new garbage trucks—made necessary by an increase in watermelon rind collections.

## Radio Operator Off for Weather Study

New York.—Paul Oscanan, a former operator in Greenland, is on his way to Iceland to open a meteorological radio station for Pan American airways, the air line disclosed.

Accompanied by his wife, Oscanan has left for Reykjavik, where he will be stationed for a year to make observations in Pan American's long range study of northern trans-Atlantic weather conditions, looking to the establishment of a trans-Atlantic air service.

The station at Reykjavik will be the first of a number of stations to be opened by Pan American and follows a two year study of weather conditions by an expedition sent out by the air line.

Oscanan was radio operator with the University of Michigan Greenland expedition at Mount Evans several years ago. His home is in Richmond, Va.

## NEW SHAKESPEARE SHRINE IS PLANNED

Would Rebuild Theater and  
Old Tavern.

New York.—Many Americans are evincing much interest in the proposed memorial to William Shakespeare in London, as a result of the recent visit of F. C. Owlett, organizing secretary of the Globe-Mermaid association which is sponsoring the project.

The organization's officers have been chosen from both the United States and Great Britain. Its English president is the Earl of Derby and the American is Dr. Nicholas Murray Butler, president of Columbia university. The enterprise has been undertaken because its promoters believe it is appropriate that due recognition should be given to the fact that the working creative life of the great dramatist and poet of the English-speaking peoples was passed in the British metropolis. It is hoped by the new association that the London memorial will prove to be as much of a shrine as is that in Stratford-on-Avon.

Although the world refers to Shakespeare so much as the Bard of Avon and adopts Ben Johnson's name for him as the Swan of Avon, it is recalled that the English town knew only the morning and the sunset of the dramatist's life. Even after Shakespeare had retired to Stratford he kept up his connections with London, acquired property there and revisited the city scenes of his eventual career.

The project is triple. It contemplates the rebuilding on one site of the Globe theater where Shakespeare's plays were produced; the reproduction of the famous Mermaid Tavern, where he and his contemporaries met socially and the founding of an Elizabethan library and museum. An option on ground in the "heart of Shakespeare's London" has been obtained. The association announces that for \$200,000 the site can be secured and that the complete scheme—including the acquisition of land and the construction—will cost \$2,000,000. Subscriptions have been obtained on both sides of the Atlantic. After the plans mature the theater would be erected within a year, and the two other structures would follow as quickly as funds accrue.

## Globe Theater Built in 1598.

The Globe theater in Southwark, on the south bank of the River Thames, was built in 1598, and burned in 1613, three years before Shakespeare's death. It was in this historic playhouse that he was engaged as dramatist, actor and manager. The restoration will be as near as possible to the original site. The Globe was a tall structure for its time, hexagonal in form, and most of its top was open to the sky. The "quality" of the audience were seated on the stage or in the galleries. The stage took up much of the courtyard at the first floor and in the pit "plain people" or the groundlings stood or squatted, as there were no seats provided for them. There was no scenery in Shakespeare's day, and indicated localities were marked simply by signs such as "this is a forest." The painted scenery of the English stage seems to have been introduced about 1650. A restored Globe theater would therefore be on the most primitive pattern. There survive many old engravings of it which would be a fairly good guide to the architects intrusted with its twentieth century reproduction.

Rebuilding of the Mermaid tavern would be largely on conjectural lines as little is known of its exterior appearance. There are available, however, many drawings of Tudor taverns of the period and some of those structures themselves survive. The noted hostel probably was built in the fifteenth century and there is a definite mention of it under date of 1464 in "The Expenses of Sir John Howard." It was situated in Bread street, Cheapside.

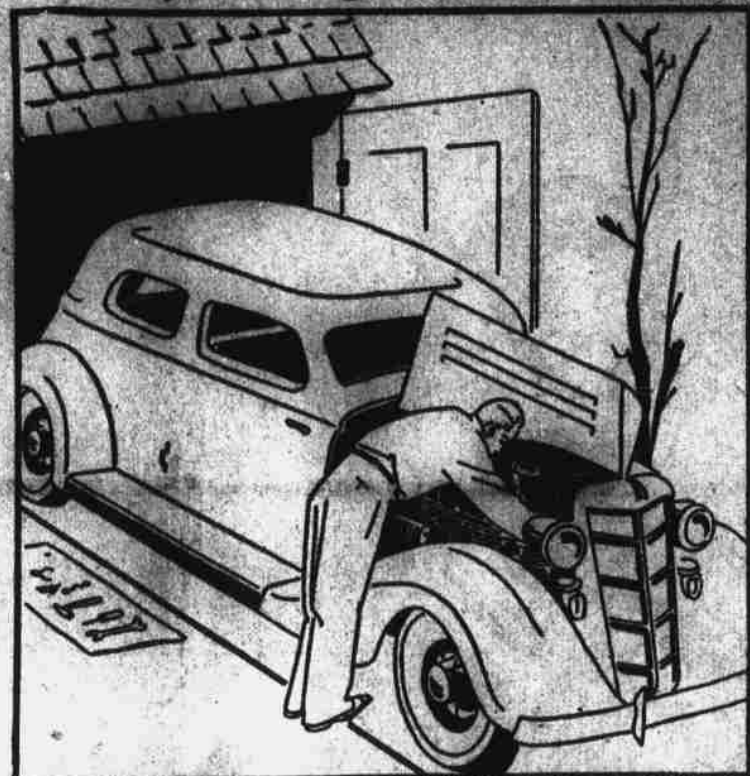
At the Mermaid in 1603 Sir Walter Raleigh founded a small club, the place being a meeting place for the literary men. Among the celebrities, according to tradition, were Shakespeare, Ben Johnson, Christopher Marlowe, Beaumont, Fletcher and Dekker. A supposititious gathering of this circle is shown in a painting by John Fraed, a Scotch artist, which now hangs in the Corcoran Art Gallery in Washington.

## Museum to Adjoin Two Units.

It is announced that when the restoration is complete the walls of the Mermaid will be hung with tapestries from the looms of the period. The staff of the tavern is to be dressed in the garb of Shakespeare's time and visitors who call for it will be regaled with the substantial fare of the days of "Good Queen Bess." In its prime the tavern was noted for the excellence of its Canary wine and for the scintillating wit of its talented patrons.

Joined with the two buildings proposed would be the museum and library, in which it is intended there shall be authentic furniture and decorations of the Elizabethan period, and important books and manuscripts. The whole site, according to the prospectus of the association, will be surrounded with trees, shrubs and flowers brought from Shakespeare's corner of Warwickshire. The landscaping suggests the same idea as that shown in the Shakespeare Garden in Central park.

## Motorists Reduce Accidents By Testing for Monoxide Gas



Every year the deadly traffic toll reaches new figures for highway deaths. This is the second of a series of articles to combat a new common enemy, carbon monoxide gas, more deadly and insidious than any "poison gas" employed in warfare.

By L. T. WHITE  
Highway Safety Expert

THE average motorist, when reminded of the dangers of carbon monoxide, scoffs and remarks that he never starts his automobile with his garage doors closed. He does not realize that despite good brakes, good tires, good motor, good driving, his life may be in constant danger on the road because of carbon monoxide.

One in every ten accidents last year occurred when cars drove off the roadway, killing more than 86,000 and injuring more than a million persons. Without doubt many of these cars left the road because the driver was stupefied by carbon monoxide gas.

Odorless, colorless, deadly in incredibly small quantities, this gas seeps from poorly adjusted engines and causes headaches, car sickness, dangerous drowsiness. Fortunately

science has developed a Power Prover, which quickly indicates how much wasted fuel is pouring from your exhaust pipe and whether your car is in the danger zone of excessive carbon monoxide. A tuning routine by specially developed equipment will eliminate this danger.

Motorists are urged to have plenty of fresh air in their cars at all times. Ventilate enclosed cars from the front, so there will be a flowing air current at all times. If a driver develops drowsiness or a sudden headache, he should stop his car for five minutes and fill his lungs with fresh air. Do not hesitate to do this, for carbon monoxide gives little warning, but strikes as suddenly as a knockout blow to the jaw.

Take proper precautions; check your car at frequent intervals; tell your friends of their worst driving enemy—carbon monoxide!

## BALLAHACK NEWS

Mr. and Mrs. Charlie Perry, Mr. and Mrs. Bristow Perry visited Mr. and Mrs. Graham Perry Sunday afternoon.

Misses Selma and Doris Rogerson, Talmadge Stallings and Joseph Perry visited Mr. and Mrs. Bristow Perry near Hertford, Sunday evening.

Mr. and Mrs. C. S. Layden, Mr. and Mrs. Joe Layden visited E. B. Layden, near Belvidere, Sunday afternoon.

Mrs. Erie Kirby, from near Bethel, was the guest of her parents, Mr. and Mrs. John Rogerson, Sunday.

Mr. and Mrs. J. E. Perry attended the Missionary meeting at the home of Mr. and Mrs. John Lane, near Hertford, Sunday afternoon.

Miss Mary Layden spent the weekend with Mrs. D. L. Barber, at Winfall.

Mrs. A. J. Parrish called on Miss Ruth Perry Thursday afternoon.

Mr. and Mrs. Percy Rogerson and son visited Mrs. Rogerson's parents, Mr. and Mrs. Archie Stallings, Friday afternoon.

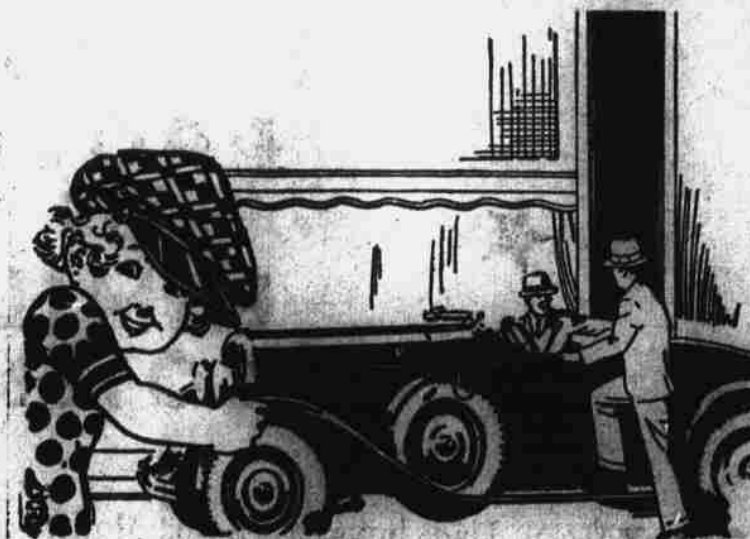
day afternoon.  
Mr. and Mrs. Graham Perry entertained company from Edenton on Sunday.

## CLAUDE BRINN MAKES ONLY TOUCHDOWN

Claude Brinn, of Hertford, made the only touchdown scored by his team in the football game between Louisburg and William & Mary played in Norfolk, Va., on Monday night. Claude's father, R. E. Brinn, was among the Hertford folks present at the game.

## MORGANS LEAVE HERTFORD

Regret is expressed by the many friends of Mr. and Mrs. G. A. Morgan that this family is preparing to leave Hertford. The Morgans came to Hertford from Elizabeth City a few years ago. They have made many friends here who are sorry to lose them. Mr. Morgan has severed his connection with the Durham Life Insurance Company and will enter the mercantile business in Elizabeth City.



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