

THE OCEAN FERRY



Nassau

NOVEMBER 1930

THE OCEAN FERRY

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"As the Spanish proverb says: 'He who would bring home the wealth of the Indies must carry the wealth of the Indies with him'; so it is with traveling—a man must carry knowledge with him if he would bring home knowledge."
—DR. SAMUEL JOHNSON

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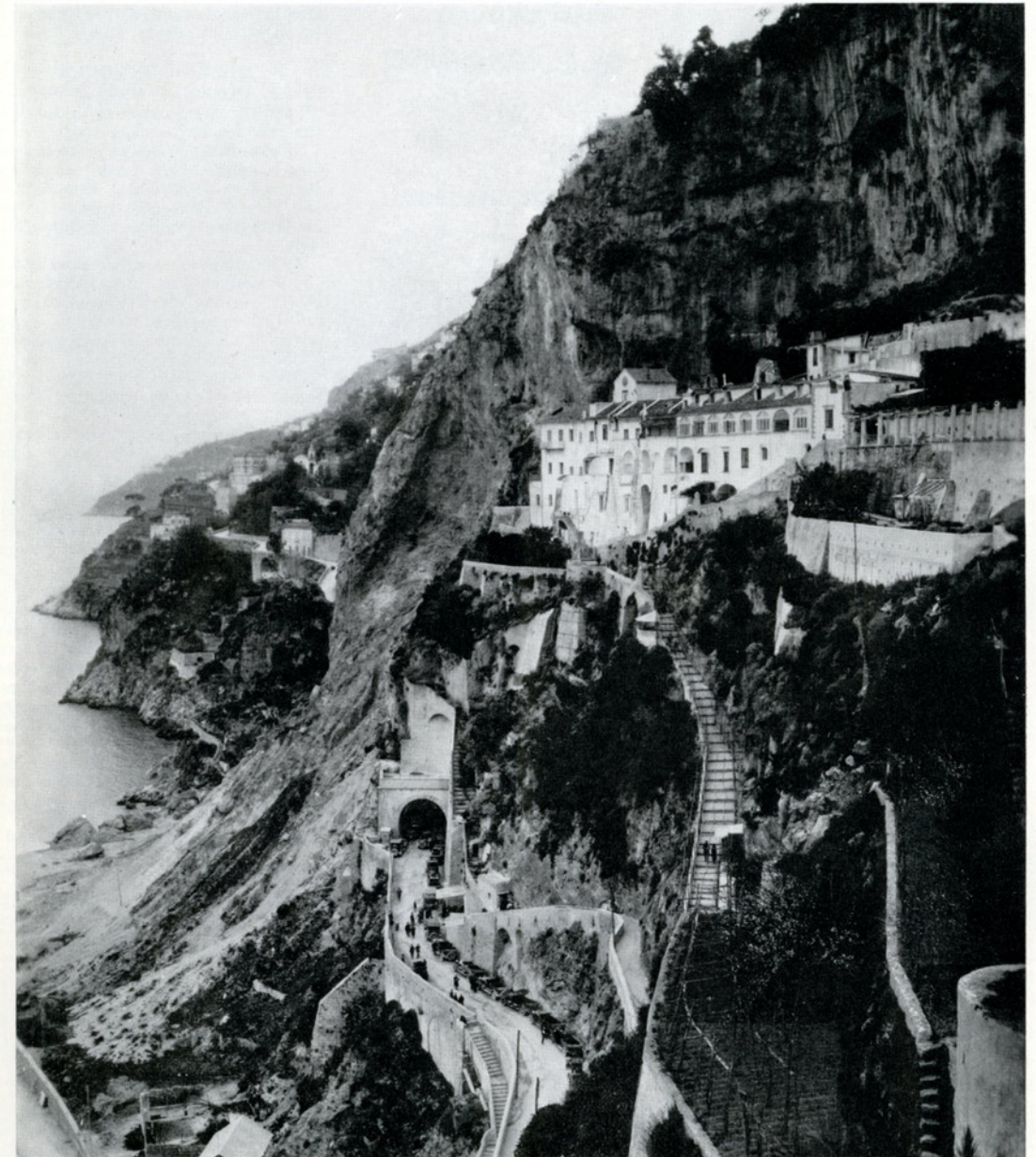
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Where the waves and mountains meet,
Where, amid her mulberry trees,

Sits Amalfi in the heat
Bathing ever her white feet

In the tideless summer seas.
—Longfellow.

One feature of a winter holiday cruise to the Mediterranean that can be counted on to exceed the highest expectations, is the motor trip from Naples to Amalfi along the famous Amalfi Drive, cut out of the bold and lofty promontories that form the rugged shore of the bays of Naples and Salerno. The Hotel Capuccini-Convento, clinging to a ledge 230 feet above the bay, was the Capuchin monastery until a century ago, and is one of the most picturesque hostels in Europe. Here Homeric and Britannic cruise passengers will pause for luncheon, sit under the lovely old pergola where monks once paced and read their breviaries, and gaze out over the matchless beauty of the Bay of Salerno.



THE OCEAN FERRY



SEABROOK INTERVIEWS THE OLYMPIC'S SKIPPER



CAPTAIN G.E. WARNER,

Commander of the
White Star Liner



— a dignified skipper
of a dignified ship.

Captain Warner's hobby
when at home in
England is motor-
cycling—then at
times, I understand,
he is not quite
so dignified!



NO. 1 BROADWAY FIGURES IN THE NEWS AGAIN

TO bear the number "one" on the most famous street in the United States is to be fortunate in the matter of post office addresses. But the property on which the International Mercantile Marine Company's building rests has more than a fine-sounding address. It has a rich history which makes it crop up frequently in the news of the day.

Recently the Marquess of Ailsa, new owner of the island of St. Kilda, a tiny peak of rock in the Atlantic, 40 miles west of the Hebrides, decided that this bleak spot, stormbound eight months in the

year, was not fit for human habitation, and arranged to move the thirty-five inhabitants to his 76,000 acre estate in Ayrshire.

The story of the exodus of this handful of lowly people and their pitiful belongings, of how their 590 bellowing, shaggy little Highland cattle and frightened sheep were made to swim out from the beach and be pulled aboard from the icy water, because St. Kilda has no landing place, made reading that was interesting out of all proportion to the number of people involved.

Now St. Kilda is a long way from Broadway, but this same Lord Ailsa, the

story revealed, is a direct descendant of the handsome and wealthy Captain Archibald Kennedy, R.N., the original owner of One Broadway, whose likeness appeared in the OCEAN FERRY several months ago. Lord Ailsa's son is the present Archibald Kennedy, Earl of Cassillis.

THE KING'S CLOCKS

THE King has 360 clocks at Windsor, and the most interesting timepiece is one only ten inches high, which Henry VIII gave to Anne Boleyn on their wedding morning. True lovers' knots are engraved on the weights. Horace Walpole, the statesman, used to own it. After his death it was purchased by Queen Victoria.

An amusing relic in a room used by the Castle footmen is an "Act of Parliament Clock," as the cheap timepieces were called which appeared all over the country, in public places, in consequence of Pitt's tax on watches.

Buckingham Palace has about 160 clocks and its oddest one is an ormolu model of a negress's head. In one of her eyes the hours are shown, in the other the minutes. Then there is the Brequet "sympathetic clock," a curious apparatus invented by that famous maker to control a timepiece to which it is connected. In this case the timepiece thus under control is George IV's gold watch. George III paid £2,000 for the beautiful Cuming clock in Buckingham Palace.

The Sandringham clocks, about the estate as well as in the house itself, have the peculiarity of being kept half an hour fast. In this way, King Edward who began the custom, introduced semi-Summer Time at his own favorite country place long before Parliament established it for the nation.

There are more than 600 clocks distributed among the royal palaces and residences.

Events in Great Britain and Ireland

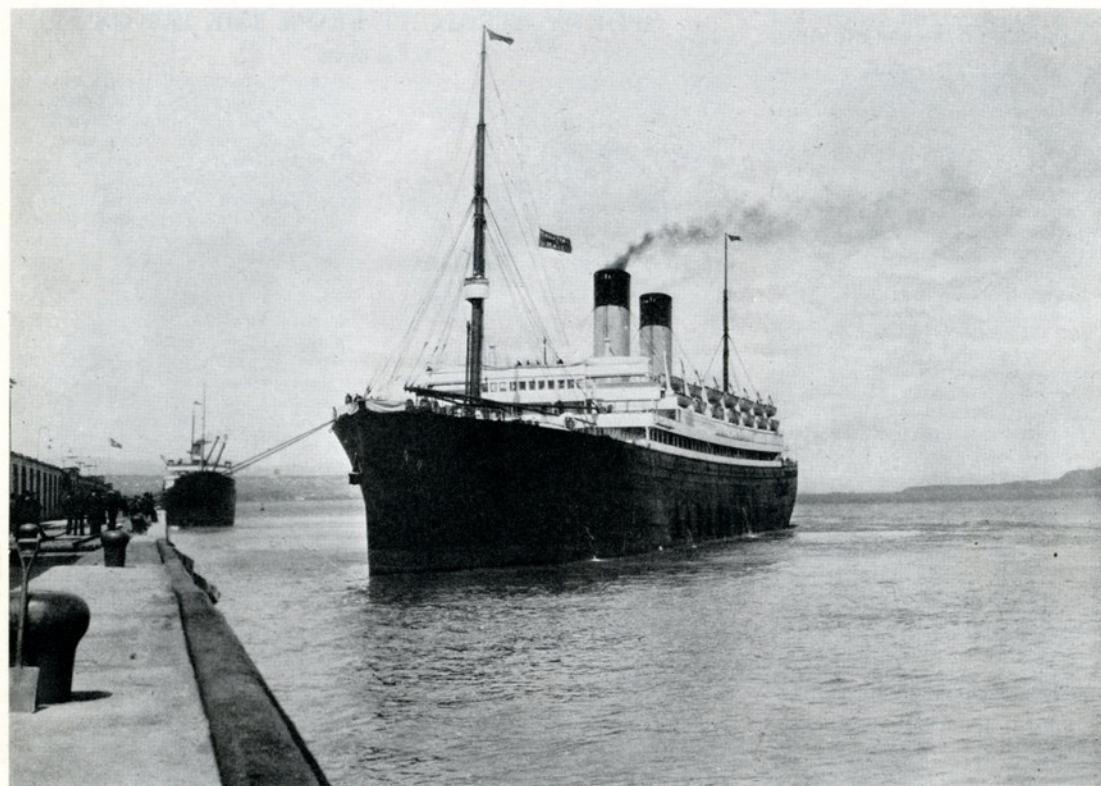
January. First games for the Football Association's cup. . . Burns' Night, birthday of the Scottish poet, 29th.

February. British Industries Fair, London and Birmingham. . . Waterloo Cup Meet, Liverpool. . . World's greatest dog show, Royal Agricultural Hall, London. . . Salmon fishing begins. March. National Hunt Steeplechase, Cheltenham. . . Grand National Steeplechase, Aintree (last week of month), Lincolnshire Handicap, Lincoln. . . National Welsh festival of St. David's Day, 1st. . . Observation of old custom of Oranges and Lemons, at St. Clement Dane's Church, London. . . Beginning of spring in England.

April. Steeplechase meetings at Warwick, Cheltenham, Newbury, Cheltenham. . . One thousand guineas race meeting, Curragh, Ireland. . . Oxford and Cambridge boat race. . . Football Association Cup final, Wembley Stadium. . . Motor racing, Brooklands. . . Shakespeare's birthday and St. George's Day celebrations, Stratford-on-Avon, 23rd. . . Flower Show, Royal Horticultural Hall, London.

May. May Day celebration all over the country with open air dances and games for children. . . First of Royal Courts at Buckingham Palace. . . Summer Art Exhibition, Royal Academy. . . Grand Opera at Covent Garden. . . Royal Flower Show, Chelsea. . . Race meetings at Newmarket, Chester, Kempton Park and Curragh, in Ireland. . . Golf championships. . . Empire Day. . . Chestnut Sunday. . . Eights Week at Oxford.

THE OCEAN FERRY



THE WHITE STAR LINER LAURENTIC DOCKS GRACEFULLY AT QUEBEC

During the International Rotary convention held at Montreal last summer, a large group of delegates from foreign countries made a pleasure trip down the St. Lawrence on the White Star liner Laurentic to visit the quaint French Canadian capital. They were charmed alike with the ship and the scenic beauty of the St. Lawrence route. The photograph was taken by a member of the welcoming party of Rotarians as the Laurentic approached the landing stage. In Quebec the party made a tour of the city and environs by motor bus. During the summer season White Star liners in the Montreal-Liverpool service remain several hours at Quebec, enabling all passengers to make a sight-seeing tour of the historic old city.

NAMING OF 3 BRITISH HOSPITAL SHIPS COMMEMORATES GENEROUS ACT OF BERNARD N. BAKER IN 1900

SINCE the Boer War, Great Britain has had three hospital ships called *Maine*. The selection of this historic name for these vessels of mercy was no mere accident; no casual outcome of departmental routine. On the contrary the name was perpetuated by the British Government for sentimental reasons, prompted by a generous act on the part of Bernard N. Baker, of Baltimore, some thirty years ago when he was head of the Atlantic Transport Line.

Back in 1900, Britain had the Boer campaign on her hands and all England was astir with activity of troop movement to South Africa. London, at the time, was the home of many women of American birth who wished to do something useful in service for the Empire. Among them was Lady Randolph Churchill, who headed their committee and was largely responsible for the raising of

a substantial fund for the outfitting of a hospital ship. The money was not sufficient, however, to purchase a vessel, so Lady Churchill appealed to Mr. Baker, explaining that the enterprise must be distinctly American. The Atlantic Transport Line was an American corporation with a fleet of good steamships. Could he let the women have one of them for the duration of the war even though they were then flying the British flag?

It took Mr. Baker about one minute to make decision. "Yes. I'll let you have the *Maine* with full crew for six months," he said, and at once the ship was sent to the yards for overhauling. With the fund provided by the American women, she was built into what was regarded as the perfect ship for hospital service. On leaving the yards she was a flush-deck vessel, every available space being util-

(Continued on page 14)

NEW BRITANNIC GAINS SPEED AS DIESEL ENGINES LIMBER UP

WHEN the new White Star motor vessel *Britannic* arrived at New York on her recent westward voyage from Liverpool and Queenstown her log showed that she had made the fastest passage since she was put into service last July.

Captain F. F. Summers, master of the *Britannic*, said the engines were developing greater speed and had averaged 17¾ knots for the trip.

The *Britannic* is powered with Diesel engines, which unlike steam turbines, cannot be let out to their full speed until they have been broken in, as the owner of a new automobile breaks in a gasoline engine by driving the first 500 miles at a speed considerably under what it was designed to develop.

Now that the breaking-in period is past, the *Britannic* will be allowed to show what speed she is capable of. It is expected that a greater average speed than 17¾ knots will be attained.



THE OCEAN FERRY



LAD WINS PRIZE FOR STORY OF WORLD CRUISE INCIDENT

WHEN he left New York in December, 1928 for a world cruise in the Red Star liner *Belgenland*, Master Stuart Gates, the fourteen-year-old son of Mr. and Mrs. W. W. Gates of Detroit, did not know that the world journey would help him win a prize from the *Detroit Free Press*. The boy, however, had an exciting adventure in the Levant, the cabled reports of which attracted unusual attention in the newspapers of Detroit and the middle west.

He was only fourteen at the time and now at the age of sixteen he has capitalized the experience by writing of it in a prize contest of the *Detroit daily*, called "It Actually Happened." Moreover, the article was broadcast by the youthful writer over the station W.X.Y.Z. Since the broadcast, William O. Lancsweert, manager of the Detroit office of the International Mercantile Marine Company, who booked the Gates family for the *Belgenland's* Fifth World Cruise has had several inquiries from hopeful youngsters who wish their parents to take them out for a circuit of the globe on the *Belgenland*.

It is needless to give details of the incident on the road from Cairo to Jerusalem, for Master Gates has told it well in his prize-winning article which follows:

RUNNING AN EGYPTIAN "IRON CAMEL"

Although I am only 16 years of age, I have been lucky enough to take a trip around the world.

It was a warm night in April, 1929. We were traveling on a fast train through the desert on our way from Cairo to Jerusalem. The sand was blowing against the windows of the car, making everything inside a mass of dust. The companions with whom I was traveling were congenial boys about my own age. We were spending the time playing cards. Soon the game became tiresome and excusing myself, I went into my parents' compartment.

After an hour or so the train stopped at a little desert town to get water. I went out to the platform, stepped off the train and sleepily watched the engineer munch a sandwich and a large Jaffa orange. He seemed a friendly sort of fellow and beckoned me to join him. Having eaten early I thought I could stand a little nourishment, so up into the cab I went. Before I knew it, Toot! Toot! went the whistle and off we went, with 100 miles between Jerusalem and ourselves.

Abdul Asis was the name of the engineer, but I called him "Casey" for short. Casey explained the mechanism to me in his best English, which wasn't very good, and told me I could hold the throttle while he regulated the steam. From then on, "Casey" and I were friends. We kept her at 62 for about 20 miles, then we slowed her down to 40, as a recent sandstorm had partly covered up the rails. Soon we were again shooting around the curves and hills of the rocky Palestine country. A half hour later, a soot-covered boy climbed down from a puffing engine, said good bye to the smiling engineer, went back to his car to find some worried parents.

They agreed with him that it was worth a pair of new whipcord riding pants to have such an adventure.

The Real City of London

London is made up of eight towns, only one of which is the real city of London. The "Bobbies" here have a different uniform, with an extra roll on the top of the hat to distinguish them, and are all six feet or more in height.

SPOKEN STRAIGHT FROM THE LUNGS

By don herold



One day, recently, we picked up a little four-page house organ called *The Bergomaster*, issued by the Berg Heating and Ventilating Company, and our eye was naturally attracted by the stout gentleman with the queer cut to his jib, and his head down a ship's ventilator. Then we discovered that the ventilator was on the *Homer*, so we hastened to read the accompanying article and found that Mr. Don Herold, the well-known humorist who modestly writes his name in lower-case type, had stated the case for inside rooms so learnedly, in his own amusing fashion, that we wanted to pass it on to more readers. So with the permission of *The Bergomaster*, it is reprinted here:

Theoretically, I should be smothering to death as I write this. I am in an inside room on a lower deck of the steamship *Homer*. It has no windows or doors. Wait—let me think—I forgot one small door. That's how I get in and out. But I keep it closed.

And yet, I never tasted better ventilation in my life.

I am five days out, and I have had the best five nights of sleep I ever had in my life. And I am usually pretty finicky about my breathing air.

It is the most effective lesson I have ever seen of the effectiveness of artificial ventilation—of the superiority, if I may be so bold, of artificial ventilation over natural ventilation.

In most hotels in which I stop I am usually up most of the night adjusting the windows and tuning the transom and counting the blankets.

The first night in this little state-room I jiggled a little ventilating jigger and went to sleep immediately and slept like an innocent baby until ten o'clock the next morning. And I wasn't unconscious in the usual sense of the word, either: I mean, I wasn't anaesthetized. For I went to bed before we crossed the naughty line, and besides, that's not why I am going abroad. This is my first trip to Europe and I am not going to look at it cockeyed. There are men on this boat right now who don't know they've left Detroit. I don't see any sense in that. When I look at the Venus de Milo I want to be

in perfect focus, and I don't want to see more than one of her at a time.

I took this inside room because I was too late to get an outside room—they told me at the steamship ticket office. But the next time I'll ask for an inside room. In fact, the Purser, at whose table I am sitting, a real English gentleman, and one of the grandest guys I ever met, found me an outside room the second day out, and I wouldn't take it. I like the morning dark and quiet of this one. I'm simply crazy about artificial ventilation.

I never slept until ten o'clock in the morning before in my life. Many's the morning I have gone to bed at six and got up at seven. One reason I am good in these latter years is that I am no good at what is known as "sleeping it off." The first faint flush of dawn and the first tinkle of milk bottles three blocks down the street, get me up with a jump.

When I get back to Los Angeles I am going to have my bedroom sealed up completely except one little dog-house door, and then order some Berg Specified Atmosphere.

I wish you could all be with me here tonight in my little stateroom. It would be a little crowded, but it would give you new ideas of synthetic ventilation. You know, we are all awfully superstitious on this question of ventilation. We think we have to see it as well as breathe it. We want to see outdoors as well as inhale it. But this boat trip is teaching me to agree with the experts that raising a window is the worst possible way to ventilate a room. You let in noise, dirt, and the wrong amount of air in the wrong place. With artificial ventilation you can call your shots. I mean you can measure your air, cool it, heat it, clean it, and put it where it won't cause stiff necks, sniffles or pneumonia.

It pays to travel. While it may flatten one, it broadens one immeasurably. Here I am only five days out and I have an entirely new conception of mechanical ventilation. Most of my lectures on the subject up to date have been purely academic, but this time I have lived my subject—I have *breathed* it.

"Attractive and Livable"

41 Boulevard Bischoffsheim
Brussels

Dear Mr. Mitchell:

Thank you for your very kind interest. I had a most comfortable trip on the *Belgenland*. As I have written you before, I think it is the most agreeable ship I have ever traveled on, most attractive and livable, with excellent service.

My good stewardess, Miss Jessup, took the best of care of me. In all my crossings on many different boats, I have never found her equal as a stewardess—cheerful, and very capable. She always seems to know the right thing to do. The table was most excellent. Captain Morehouse upheld the high standards of the Red Star Line.

MRS. BAYARD HENRY.



THE OCEAN FERRY



A CHILDREN'S PAGE EDITOR POINTS OUT EDUCATIONAL VALUE OF PANAMA CANAL TRIP



A little boy gets his first view of New York Harbor

THE following letter has been received from Iva Unger, editor of the Boys' and Girls' Page of the *Rural New Yorker*, for which the copy is furnished entirely by contributors under twenty.

Dear Friends of the Panama Pacific Line: Will you allow me to put in a few words for the children of parents who sail on your steamers? I think you might consider it as a duty to them.

The babe's first impulse is movement. His first knowledge is gained by creeping on hands and knees to points of interest. When he has learned one room, he longs for that which lies beyond. It will be seen that, as a method of education, travel antedates book learning, the latter being a substitute that may, or may not catch.

This is the beginning of the formative period, of the time which leaves its imprint on every child's future. And what is looking at the picture in the geography beside seeing the mountain and the jungle? Ask the child. At the first suggestion of his going aboard an ocean liner, he is stirred, lifted out of himself, tremendously excited. And more than all, he becomes infinitely receptive—the old primitive urge for travel has been aroused. His school books take on a new significance. Travel is actually worth everything it costs. Take him with you.

This plea is being written by a mother who took her family to Panama recently. We chose Panama because here lie the three great wonders of the earth—the tropic jungle, the extinct volcano (Ancon Hill) and the gateway of the world (the Canal). Great commercial possibilities lie to

the south and are part of the impression received which will some day be of value. Panama itself is as yet unspoiled by tourists. Here are men of every nation wearing their own peculiar native garb, and offering their wares in their own fantastic mannerisms.

What an experience it all is! The liner nosing her way between jungle clad mountains teeming with wild life, and shouting husky warnings through her great megaphone which is called the whistle, and having the sound repeat itself in echoes among the ranges of hills that stretch away on either side to the very limit of human vision. Then the great moment when one meets a vessel from Asia or Europe. There is an offering of salutations, the Chautauqua salute, a close side-to-side view taken by all concerned. It is time enough then to begin the story of the conquering of a tropic wilderness, and the lives it cost.

I realize that many parents who would otherwise make this experiment with their children are deterred by the thought that some sudden swift illness is possibly waiting for their boy or girl which could not happen at home. I am very glad to be able to assure them that such is not the case. American physicians are easily obtainable at Panama, and the ship's doctor, the most experienced as well as the most jovial of men, serves you without added cost. Every one connected with the service seems interested in a little lad making his first voyage, and being tossed in the air by one of the ship's officers gives him the thrill of his life. The first mellow tones of the xylophone brings a small following of youngsters at the heels of the wonderful person who gives the call at meal time. Even a seven-year-old may know his ship from top to bottom after the third day out. Children are never seasick.

Balboa stood on a hill between the oceans. A finer present to a child than to take him there, I cannot conceive. Earn his undying gratitude, bring out his greatness.

From an Army Officer

TORONTO CLUB,
Toronto, Canada.

Managers, Red Star Line:

The undersigned was a passenger from Antwerp to Halifax on the last trip of the Red Star liner *Westernland*. After twenty-five years' experience of first class travel in all lines, under all flags, I would be shirking my duty if I failed to eulogize the value, service and attention you give to passengers in your tourist third.

The service under your chief steward is beyond praise, and your purser and his personnel are really extraordinarily good. The value is the best I have ever seen in steamship travel.

CAPTAIN P. M. G. SEELEY.

The Houses of Parliament contain 110 staircases, 11 open courts, 1,100 apartments, and Big Ben, the most famous clock in the world.

DEAN OF SHIP NEWS SCRIBES QUARTER CENTURY WITH TIMES



T. Walter Williams in the gardens of the Ab Din Palace, Cairo, awaiting the arrival of King Fuad, with whom he had appointment for an interview

ROUNDING out thirty-four years of an interesting career in journalism that has taken him many times around the world, T. Walter Williams of the *New York Times*, celebrated last month his twenty-fifth anniversary as ship news reporter of this leading New York daily.

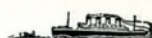
Official recognition of the occasion was made by various newspaper and maritime organizations in which "the skipper" is held in high regard, and letters of felicitation have come to him from associates and friends in various parts of the world.

The Trans-Atlantic Passenger Conference, in behalf of all steamship companies at this port, sent a letter of congratulation "on the completion of a quarter century of exceptional service at the port of New York in chronicling the multitude of matters of public interest connected with transatlantic shipping."

"You personally," the letter continues, "have contributed in no small degree to the accurate reporting of the progress of ocean shipping and the expansion of water travel the world over, all so interestingly set forth by you during these many years, in the columns of the *Times*."

"We have valued not only these efforts that have marked you as a successful writer, but we feel it must also be a matter of congratulation to you that you have always enjoyed the unflinching cooperation of the outstanding newspaper you represent and the confidence of the shipping interests."

(Continued on page 15)



EDITORIAL COMMENT

PROGRESS

"He who is silent is forgotten; he who abstains is taken at his word; he who does not advance falls back; he who stops is overwhelmed, distanced, crushed; he who ceases to grow greater becomes smaller; he who leaves off, gives up, the stationary condition is the beginning of the end."—Amiel.

IT is an old axiom that the business that is not going forward is going backward. The history of the International Mercantile Marine Company is a record of progress. Its staff, its organization, its ships are an eloquent tribute to this spirit. Study it from any angle of its varied activities and achievements, and you will find progress is the dominant note everywhere.

As another indication of its progressive policy the company is expanding and strengthening its organization in the South and redistricting the territory served by existing offices and new branches to give complete booking facilities for transatlantic trips and tours, intercoastal bookings by the Panama Pacific Line and pleasure cruises operated by the Red Star Line and White Star Line. The separate branches heretofore maintained in New Orleans have been consolidated for greater efficiency in serving New Orleans and adjacent cities, and a traveling passenger representative established in Memphis to more effectively serve the agencies in that important area.

A new office has been opened in Dallas, Texas, the commercial metropolis of a region of great wealth and rapidly increasing population. With its office centrally located at the intersection of three main traffic arteries, the International Mercantile Marine Company has the distinction of giving Dallas and surrounding district its first steamship booking office and a personnel in keeping with the location and equipment that have been provided.

Another new office has been opened in Houston, Texas. We cannot lay claim to pioneering in that important and progressive Gulf City where our Leyland interests have had a freight office for many years, but we are satisfied no office will be better staffed and equipped to give complete travel aids and information to agencies and the public than the new Houston passenger organization.

This constitutes a record of progress that emphasizes confidence; displays courage and defies depression when there is much, too much, timidity around.

P. V. G. M.

VIVE LA FRANCE

AMERICANS, whose eyes and aesthetic sensibilities are constantly grossly offended by unsightly billboards which line most of our roads and railway lines almost to the exclusion of scenery in many places, will be interested to know how France is dealing with the problem of these monstrosities that deface her lovely countryside, and most of us will not be able to repress the wish that our own country would take a leaf out of her book.

The scheme adopted by France is simple and drastic. It is a tax of \$24 a square meter (about 12 square feet) on billboards of less than 65 square feet, and a sliding-scale tax up to \$100 a square meter on billboards of more than 20 square meters. This would bring the annual tax on some of the billboards lining the main roads out of Paris to \$16,000.

It is not difficult to forecast the probable result when this tax is added to the original high cost of billboard advertising. Everyone who already knows and loves the French countryside, and all those millions who hope some day to see it, will rejoice in the action the French government has taken. Vive la France!

TIME AND TIDE

IN a world in which nothing is certain it is a wise policy not to put off doing any desirable thing longer than is necessary. The world is full of people too old now for active participation in life, who had always planned to do this and that when everything was just right for it, but who never got round to doing any of the things they had looked forward to.

In the case of going to Europe there is, in addition, another good reason for speeding the day. This is a changing world. In America things change with the bewildering rapidity characteristic of the New World, but even the old world is beginning to change with astonishing speed these days; historic landmarks in European capitals are giving way to new buildings, and the countryside, too, is dotted with the marks of 20th century progress. Europe is modernizing fast. Rapid ocean transportation, wireless communication, modern inventions of all kinds are tending to make even our distant neighbors more like ourselves.

Now the charm of travel, beyond any question, is the stimulating contact with people and things that are different from

our own. New sights, new sounds, new smells, unknown tongues, strange costumes, unfamiliar foods, and the "wine of the country"—these are the fun of it.

Above all the feeling of continuity with the past that comes over the American traveler for the first time when he sees the old world is a vivid experience. Something radical happens to his sense of values when he asks his guide the date of a certain university and is told that "it is comparatively modern—built about 1750." For the first time he beholds a world in which most of the buildings and objects have acquired the beautiful patina of age: stairs worn hollow by feet of generations; buildings that have sheltered the great of many nations and times; trees that have stood since Cromwell's time; venerable lawns that have had constant care for 500 years.

All of these things make the American traveler want to go home and persuade his own people to begin to preserve something for future generations, so that they too may have this sense of continuity.

We of the present generation, however, must travel far to experience this consciousness of the past. And because these monuments of another day will not be able to withstand the changes of time in the coming years with the same stout resistance as they have in the past, we should not delay. Each week, almost, sees sentence pronounced on some famous building that must be sacrificed to modern life, or some picturesque and well-loved by-way widened to accommodate the traffic of today.

There is no use quarreling with progress, but we can try to see as much of the old world as possible before too much of its ancient glory has departed.

HOLIDAY

OUR congratulations to the American Automobile Association, its officers and collaborators on the premiere issue of the magazine *Holiday*, which made its debut in October and which, in our opinion, is the most readable travel magazine that has come to our notice. The name is right, the material is right, the size is right,—and, in fact, it is all right. If the editors can maintain *Holiday* on the high plane of contributor excellence and illustration superiority, we prophesy success and long life for this publication—and that is a good deal to say in these days of many ideas and many publications.



OBSERVED AND NOTED . . . By The Editor

TABLE TALK

AMONG regular travelers on the world's largest ship, an invitation to sit at Dr. J. C. H. Beaumont's table is highly prized and joyously accepted, for it is well known that with conversation in the hands of the sage and witty Scotsman who is surgeon of the *Majestic*, there is never a dull moment.

Dr. Beaumont, senior surgeon of the White Star fleet, ranks high in his profession, but he is more than a minister unto bodily ills, for he has many talents. A Scotsman by birth, and a canny one at that, he is virtually a citizen of the world with a large understanding of human behavior. His philosophy is most soothing to the agitated mind. The medico's store of knowledge is plentiful, up to date. He will lend an attentive ear to most any subject. But medicine and surgery are taboo at his table. The Beaumont faculty for shifting from the sublime to the ridiculous with surprising suddenness has brightened with laughter many a table discourse and put the guests in merry mood for the duration of the voyage. The doctor's ability to absorb, serenely, jokes about Scotsmen and come back with better ones, is a tradition among travelers.

When told by a lady recently of a Scot who played the bagpipes in a cage with three hungry lions and came out unharmed, Dr. Beaumont replied dryly that it would have been more courageous to have entered the cage unarmed.

Of late, the doctor has often expressed concern about men who fail to slow down at fifty, and judging from the letters he has received, his table-talks on conservation of energy in middle-life have been of benefit to many travelers.

A FEAST OF REASON

At random, here are a few of Beaumont's suggestions that have elicited commendation of the writers:

"Growing old? Never entertain the thought. Join the Peter Pan Brigade and refuse to grow up. Be with the young as much as you can. Their spirit is infectious. Keep going. Besides, old age is really relative, and a good deal a matter of self-opinion. There comes a time, however, when men must slow down a bit physically, but not mentally. Between fifty and fifty-five the let-up comes automatically. It is an interval when most of us should deliberately slip into second gear. After this gap one gets his second wind. Success after sixty depends on eating sparingly, going to bed early, and getting up early.

"Keep with the young but don't play too strenuously. I know at least ten men

who have killed themselves over the eighteenth hole, to say nothing of the nineteenth, which to many is the most dangerous bunker of all."

Dr. Beaumont, who has crossed the Atlantic over a thousand times during the forty-five years he has been a ship's surgeon, said that from personal observation, "blondes are better sailors than brunettes. Perhaps that is why gentlemen prefer them."

No amount of brunette argument at the table has been able to make him change his mind on this point.

A LITTLE SERMON

"One jarring note may spoil a symphony, and one act of indifference or neglect may ruin a business friendship with a customer."

What a text for a sermon on service! This notice is displayed prominently in the Atlanta-Biltmore Hotel and its spirit permeates the entire organization.

It expresses the idea behind the International Mercantile Marine Company scheme of things in a very simple and direct fashion, and we thank our Atlanta-Biltmore friends for the item.

TO PARIS IN 23 YEARS

Last summer, when 700 steamship agents were entertained on the new White Star liner *Britannic* we had the pleasure of meeting for the first time Mr. George P. Corfino, who presides so ably over the fortunes of the International Mercantile Marine Company office in Minneapolis. Little stories of Mr. Corfino have been seeping through from his western bailiwick ever since he first went out there,—stories that plainly indicate why he has been so successful there. We were, therefore, prepared to meet a man of unusually pleasing personality and dynamic force, and we were not disappointed.

Recently another Corfino story has reached the editorial desk and we now can well understand just how the incident happened.

Mr. Corfino, it seems, went up to the famous Mayo Clinic at Rochester, Minnesota, on business about a year ago and while there met in a social way one of the well-known physicians of the staff.

The two men talked of everything but the steamship business and mostly of Paris, a topic of great interest to both, and Mr. Corfino, in his volatile and emphatic way, declared that he had arranged his life with a particular goal in view—to live in that enchanting city.

"You will see," said he, "just 23 years from now I will go to Paris to live."

FIND ME THE MAN

Six months later a steamship agent in Minneapolis called him up and asked him to come immediately to his office to talk to a man who was there.

Mr. Corfino went, and there was greeted by the doctor from Rochester.

"I must apologize to you," he said, "for not coming to you direct, but the fact is I had forgotten your name and the business firm you were connected with and your address, but I did know you were in the steamship business and when I decided to go to Europe I wanted to buy my ticket from you and have the pleasure of meeting you again."

The doctor then told how he had called on a steamship agent when he got to Minneapolis, and said he wanted to locate a steamship man who was medium height, blond, blue-eyed and jolly, and who was going to Paris to live 23 years from now.

The agent smiled and immediately reached for the telephone and called Mr. Corfino.

Moral: It is called personality, and is one of the greatest business assets in the world. You don't need to be a "high-powered salesman" if you are lucky enough to have it or will make the effort to cultivate it.

ONE BY LAND—TWO BY SEA

A nice problem in arithmetic presented itself to A. G. Christensen, head of the Southampton passenger service at New York when Mary and Margaret Gibb, Siamese twins, appeared at No. 1 Broadway one morning to book passage on the White Star liner *Majestic*.

Everything had been arranged satisfactorily until it came to writing out tickets. Mr. Christensen made out two. But Mary and Margaret couldn't understand this. They had, it seems, always traveled as one—in fact, had recently made the trip from Chicago on one fare.

Mr. Christensen began to feel a bit like King Solomon confronted by the baby with two mothers. Hitting upon a tactful way to explain the situation, he dwelt on shipboard meals—the six-course breakfast, the delicious hot bouillon at 10:30, luncheon at 1, tea on deck at 4, dinner at 7:30, and sandwiches before bedtime—while the twins forgot such dull matters as fares in their interest in the gastronomic joys to come.

They admitted that they never had traveled by sea and didn't realize that it included meals—and so many meals! There was no doubt about the number of mouths to feed, so everyone finally agreed cheerfully with Mr. Christensen.

ARTISTS MAKE UP BELGENLAND'S CONCERT ORCHESTRA



Joseph van Mol, leader

Jean Goossens, 'cellist

Clement Moreau, pianist



Antoine Arcari, violin

Lambert Salmon, violin

Henri Bouffieux, contra bass

CONDUCTOR VAN MOL AND HIS FELLOW PLAYERS ARE ALL CONSERVATORY GRADUATES

It rarely falls to the lot of an orchestra conductor to receive only praise in which there is not mingled a note of criticism, but this is what has happened in the case of Joseph van Mol, concert master of the Red Star Line's world cruiser *Belgenland*, on six consecutive cruises around the world.

The *Belgenland's* concert orchestra, under his leadership, has achieved a reputation for finished work that might be envied by larger orchestras of the first class on shore.

With six players Mr. van Mol has created what has been termed a tabloid symphony orchestra. Every man in the organization is a graduate of a Belgian conservatory, and as a matter of course is a finished musician. The personnel of the orchestra on last winter's cruise, with the school in which each player was trained, follows:

Joseph van Mol, leader (violin) Royal Conservatory of Liege. Mr. van Mol is a composer as well as a solo violinist, and is a member of the Society of Musical Composers of Paris.

Jean Goossens, violoncellist. Winner of the first prize with the highest honors at the Royal Conservatory of Brussels, and of prizes in other Belgian cities.

Clement Moreau, pianist, Royal Flemish Conservatory at Antwerp.

Antoine Arcari, violinist, Royal Conservatory of Brussels.

Lambert Salmon, violinist, Royal Conservatory of Liege.

Henri Bouffieux, contra bass, Royal Conservatory of Charleroi.

Do Not Play Jazz

Classical music makes up the regular afternoon and evening programs of the *Belgenland* concert orchestra throughout the 134 days of a world cruise. Occasionally, on a gala night, a program of popular pieces is given in the main dining saloon. On last winter's cruise a feature of one of these special programs was the presentation of selections from "Show Boat," arranged by Mr. van Mol, and played in a manner that was a revelation to passengers unaware of the versatility of the orchestra. The theme "Old Man

River," presented on this occasion, took on new beauty, becoming a symphonic tone-poem of spiritual force.

The orchestra does not play jazz, this type of music being left entirely to the American jazz orchestra carried on the cruise to provide dance music.

The popularity of Mr. van Mol's orchestra on last winter's voyage is attested by the following editorial tribute to its leader in the ship's newspaper, the "World Cruise News:"

When one sees the master of the ship sitting at his ease with passengers, listening to the music of the *Belgenland's* concert orchestra, one gets a clear glimpse of relative values in the personnel of the great cruiser.

On the cruise Captain Morehouse has controlled the happiness of 1,029 people, passengers and crew. Concert Master van Mol controls five men besides himself.

Ordinarily, the commander of the ship may direct the movements of the orchestra leader, telling him what he may or may not do, on board ship.

When the master sits down to listen

(Continued on page 13)

PANAMA PACIFIC OFFICER MADE ATLANTIC FLIGHT WITH BOYD

THE recent successful flight of Lieutenant Harry P. McLean Connor from Montreal to Croyden Airport, England, in the Bellanca monoplane *Columbia*, aroused unusual interest throughout the fleet of the Panama Pacific Line, particularly aboard the *California*, which was in New York at the time.

Lieutenant Connor, who was third officer on that vessel, served as navigator for Captain Errol Boyd, the Canadian war ace, on the transatlantic flight which followed their recent non-stop New York-Bermuda flight in the same plane.

No one followed the efforts of Lieutenant Connor closer than P. A. S. Franklin, president of the International Mercantile Marine Company. On learning of the plane's safe arrival, Mr. Franklin sent him the following cable:

"In behalf of the Panama Pacific Line, its commanders, and crews, Captain Lyon and I congratulate you and Captain Boyd on your great achievement. It is gratifying to know that our service has participated in the training of an officer of your fine skill and courage."

Lieutenant Connor replied: "Please convey our appreciation of good wishes to Captains Lyon, Candy, Richardson, Fender, my old shipmates, and your own good self. Kindest regards."

The participation of the Panama Pacific Line in the rehabilitation of the American merchant marine has been instrumental in developing many young officers of promise. While in Montreal, preparing for the transatlantic flight, Lieutenant Connor was in frequent consultation on the navigating of it with Captain Thompson H. Lyon, marine superintendent of the American flagships of the International Mercantile Marine Company.

FROM AN AGENT WHO BELIEVES IN PASSING ON A "BOOST"

IN forwarding the following letter from one of his clients, Fred E. Gignoux, of Portland, Maine, said: "We believe that when praises are sung they should be passed along, for nice things repeated give new courage each day, and it is good for us to know that our efforts bear fruit."

S.S. Pennland

We are having a perfectly wonderful time on board this ship, and I want to say first of all that you need not hesitate to recommend it to any one, even your most fastidious clients. I do not see how they can do so much for the price, and everything is so quick and span. One seasoned traveler who is accustomed to traveling on the very best only, says that she has never been on a ship she likes so well, at any price. There are games, tournaments, dancing on deck every night, sandwiches are served gratis at night before retiring, in fact, all that you receive on the highest-priced steamers. We are perfectly delighted, not only with the ship and service, but with the passengers, and we do thank you so much for calling this particular service to our attention.

MRS. F. S. BANKS.

The bones of Christopher Columbus have often been moved. Americans who wish to see them in their travels should go to the Cathedral at Seville, Spain.

REORGANIZATION OF SOUTHERN DISTRICT HAS BEEN EFFECTED



H. C. MORAN

A brief outline of the career of H. C. Moran, who heads the new general agency of the International Mercantile Marine Company at Houston, Texas, shows the wide experience in traffic matters which he brings to his new post. Beginning his career in 1904, he served various railroads in the capacity of soliciting freight agent, traveling freight agent, commercial and general agent until 1918. From 1918 to 1922 he held the position of traffic manager for the Sinclair Oil Company in the Southwest and Southeast, after which, for four years he served in the same capacity with the Freeport Sulphur Company, which produces about 96 percent of the world's supply. Since 1926 he has engaged in private work as consultant traffic manager, and built up a profitable tank car brokerage business. He is a native of Texas, and active in local civic and school affairs, but his acquaintance embraces railroad traffic and business executives throughout the United States. He says he is a "dub golfer" but enjoys it very much, and that he is very much enthused about his new business connection and expects his agency to be among the first ranks of the International Mercantile Marine Company.

OUR congratulations to Mr. E. J. McGuirk, now chief of our consolidated office at New Orleans and the Memphis branch, who becomes general passenger and freight agent for the International Mercantile Marine Company in addition to general manager for Leylands. Mr. McGuirk will have jurisdiction over Louisiana, Mississippi and parts of Arkansas, Tennessee, Alabama and Florida.

Also to Mr. E. J. Irwin, who becomes traveling passenger agent for the International Mercantile Marine Company, with headquarters at Memphis under the jurisdiction of the New Orleans office. And we anticipate important results from Mr. Irwin's association with us.

Also to Mr. W. R. Sobers, transferred to Dallas in charge of the new Dallas office, with the title of district passenger agent. The office is a ground floor corner at the intersection of three streets in the magnificent building of the Dallas Athletic Club and in every way fittingly represents the interests that will be served. Mr. Sobers will control the State of Texas

and parts of New Mexico and Oklahoma, an empire in itself.

Also to Mr. H. C. Moran, who under the title of the Moran Steamship Agency has been appointed general agent for the International Mercantile Marine Company Lines with headquarters at Houston, serving the southern part of the State under the jurisdiction of the Dallas office. We welcome Mr. Moran to the International Mercantile Marine Company family. He has the distinction of operating the only company office on a general agency basis existing in the United States. In this connection, our congratulations also to Mr. O. A. Anthony, formerly our district passenger agent at Houston, who has joined Mr. Moran in the new enterprise.

CALIFORNIA'S SURGEON TREATS TWO CASES AT SEA BY RADIO

SUCCESS of medical treatment by radio across several hundred miles of sea was reported at New York on arrival of the Panama Pacific liner *California*, from California ports via Panama recently.

Captain George V. Richardson reported that on the *California's* run down the Pacific coast to Balboa, the ship's surgeon, Dr. Charles W. Allen, was twice called on by radio to prescribe for acute cases of illness on ships that were a long way from his vessel.

On September 26 the Southbound Danish freighter *Australien*, 350 miles South of the *California's* position, reported that Alfred Loeber, 19, a member of the crew, was suffering great pain. Symptoms were given. Dr. Allen diagnosed the case as acute sinus trouble, and prescribed. The patient a little later was reported easier.

Next day the *California* overtook the *Australien*, and the sick youth was transferred to the liner, from which he landed at Balboa, greatly improved.

While this case was being treated, the freighter *Columbian*, 400 miles away, asked for diagnosis and treatment for Joseph Vidal, an engine-room hand.

On receiving symptoms, Dr. Allen diagnosed the case as gastric ulcer, and prescribed accordingly. After keeping in touch with the *Columbian* thirty hours, the sick man was reported much better.

The masters of both freighters sent warm thanks to Captain Richardson and Dr. Allen.

A Travel Film for Agents

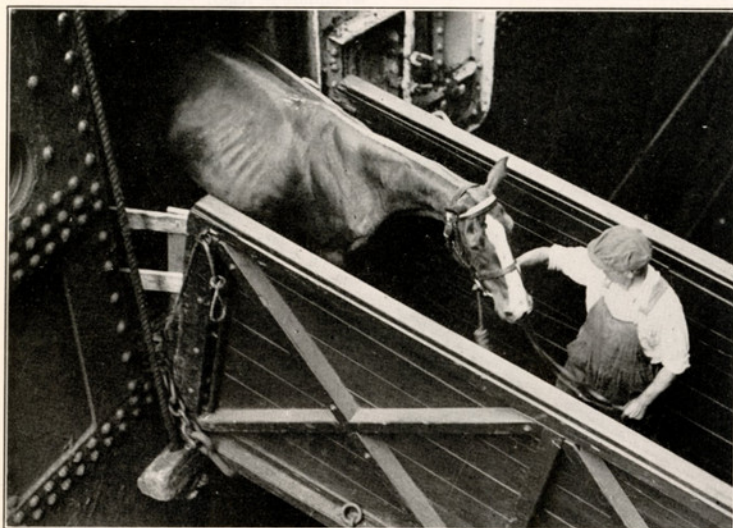
An interesting film depicting travel on the *de luxe* Blue Bird Express, a Salon Pullman train, running between Paris, Brussels and Antwerp, has been prepared by the International Wagon Lits Company which operates the train, and is at the disposal of travel agents. Any agent who is interested may secure the film by writing to the Wagon Lits Company, at 701 Fifth Avenue, New York. The film runs twelve minutes.



THE OCEAN FERRY



NOTED POLOIST PAYS TRIBUTE TO A. T. L. SERVICE



One of the ponies landing from the Minnewaska by the special gangway or "brow"

BEFORE the four Ashton brothers, who constitute the Goulburn polo team, left for home after their first visit to America, Mr. Geoffrey Ashton paid a call on Walter Kohl, head of the livestock department of the Atlantic Transport Line. It was not a business call, for the four high goal polo players were returning home to Australia by way of the West Coast, and moreover they had sold all of their twenty-five ponies—for the tidy sum of \$77,600.

The purpose of Mr. Ashton's visit was to express to Mr. Kohl the very high opinion of his brothers and himself of the Atlantic Transport Line and its steamers, in every department.

It was the completeness of the service for their needs that drew the admiration of the Ashtons. "It was remarkable," he said, "that one ship, the *Minnewaska*, could offer the most charming and comfortable accommodations for mother and

father, my brothers, and myself; perfectly designed quarters for the valuable ponies, and good food and clean, comfortable quarters nearby, for the five grooms.

"The fact that the ponies walked aboard by means of a brow is of great importance, since the more usual method of hoisting them aboard is a distinct nervous shock from which a horse does not recover for some time.

"When we arrived in London," he concluded, "after a long and tiresome voyage from Australia, we did not contemplate the Atlantic crossing with any enthusiasm, but when we saw the *Minnewaska* and understood how perfectly everything had been arranged, we all heaved a sigh of relief and forgot about everything but having a good time on the voyage to New York, without a care in the world. I just wanted to tell you how much we appreciated such a complete service."

EDITOR OF DOG WORLD LIKES MINNEWASKA BETTER EACH TIME

IN a letter addressed to James F. Horncastle, managing director of the Atlantic Transport Line, London, Phyllis Robson Macpherson, wife of Brigadier-General Duncan Gordon Macpherson, and editor of *Dog World*, writes of her recent voyage on the *Minnewaska*:

"I feel I should like to send you a little line of thanks for your great kindness in reserving me such wonderful accommodations. The journey has passed all too quickly. I am terribly sorry we are to land tomorrow. This is my third trip on the *Minnewaska*. I can only say I like her better every time I travel on her and cannot speak too highly of Captain Claret's geniality and kindness. I believe nearly 40 of us on board have sailed with him before. What more can one say?"

The passage has been wonderfully smooth—the company good, and the catering simply splendid.

ADRIATIC TOURIST TRAVELERS MAY USE POOL AT FIXED HOURS

FOLLOWING its policy of maintaining the highest possible standard of service in its moderate-priced tourist accommodations, the International Mercantile Marine Company has decided the Turkish, electric and plunge baths on the White Star liner *Adriatic*, formerly used exclusively by cabin passengers, are to be made available at certain hours for tourist third cabin passengers.

The cabin class gymnasium will also be at the disposal of tourist passengers during the same periods at which the baths are open.

AN ABUNDANT TABLE ON PANAMA PACIFIC SHIPS

PANAMA PACIFIC LINE ships have an enviable reputation for good food and an abundant table. Supplies of the best quality are well cooked and served, and there is a tempting variety of dishes on every menu.

Evidence on the latter point is provided by the two following dinner bills from the *Virginia*. Similar bills might be presented from the *California* and the *Pennsylvania*, but these will serve as typical of all three.

The first menu is for Tourist cabin, and is an illuminating bit of testimony to the travel value obtained by passengers in this popular and inexpensive class:

DINNER

Iced Grape Fruit	Celery en Branche
Consomme Ambassador	Cream of Chicken
Fillet of Sole, Meuniere	
Braised Calf's Brains Pritter	
Vegetable Cutlet, Paysanne	
Roast Lamb, Mint Sauce	
String Beans	Fried Egg Plant
Boiled and Browned Potatoes	
Salmi of Duckling aux Olives	
Fruit Salad	
Saxone Pudding	Ice Cream
Danish Pastry	Fruit Iced Tea
Coffee	

Following is the first-class dinner bill on the same night:

DINNER

Hors d'Oeuvre Varies	
Del Monte Fruit Supreme	Salted Peanuts
Clam Cocktail	Caviar on Toast
Celery	Queen and Stuffed Olives
Cold Consomme en Tasse	
Consomme Richieu	Creme Cambaceres
Fillet of Sole, Royal	
Broiled Panama Corbina au beurre	
Eggs Benedictine	
Green Bell Peppers Stuffed with Corn	
Lamb Cutlet, Petit Pois	
Roast Sirloin of Beef, Horseradish	
Roast Jersey Chicken, Demi Deuil	
Cauliflower au beurre	Stewed Tomatoes
Carolina Rice	
Boiled, Browned and Croquette Potatoes	
Quail Demidoff	
Salads: Hearts of Lettuce with French Dressing	
Fruit Salad	
Cold Meats: Galantine of Turkey	
Roast Lamb	
Chocolate Pudding	
Orange Jelly	Parisienne Pastry
Strawberry and Lemon Ice Cream	Wafers
Cheese: Gorgonzola	Camembert
Almonds and Raisins	Figs
Fruit	Coffee

Press a Button and Lock Your Door

The guest of the Savoy Hotel in the Pusanstrasse, Berlin, which has just been opened, needs only to push a button beside his bed to lock his door, and he can unlock it by pushing another button. The bed can be shut off from the rest of the room by a curtain and every room has its own bath and telephone. Light signals are used instead of bells.



THE OCEAN FERRY



CHRISTMAS EXCURSIONS FROM CANADIAN PORTS ANNOUNCED

IN addition to the nine conducted Christmas excursions announced in the October issue of the OCEAN FERRY, a series of Yuletide departures from Canadian ports has been arranged to accommodate the large number of Canadians who are going to the British Isles or the Continent for the holiday season.

The earlier sailings are two from Montreal, the White Star liners *Megantic*, on November 27, and the *Doric*, on November 28, the former to Southampton, Havre and London, and the latter to Glasgow.

From Halifax there will be the Red Star liner *Westernland*, sailing December 7, for Plymouth, Cherbourg and Antwerp, and the White Star liner *Baltic*, December 15, for Queenstown and Liverpool.

All of the Canadian Christmas excursions will be personally conducted by members of the White Star Canadian Service staff.

PANAMA PACIFIC LINE PLANS FOR 1931 ELKS' CONVENTION

BECAUSE the sea voyage to and from California was enjoyed so thoroughly by a large number of Elks who attended the Convention at Los Angeles in 1929 as members of the Panama Pacific Line Elks tour party, and because so many of them expressed their intention of repeating the voyage if the convention should be held again on the West Coast, the managers of the line have announced two tours in connection with the 1931 Elks' Convention at Seattle next July.

Each tour provides a sight-seeing trip of unusual scope and interest which combines a visit to the convention with a delightful summer vacation trip of 11,000 miles by land and sea that includes five different countries.

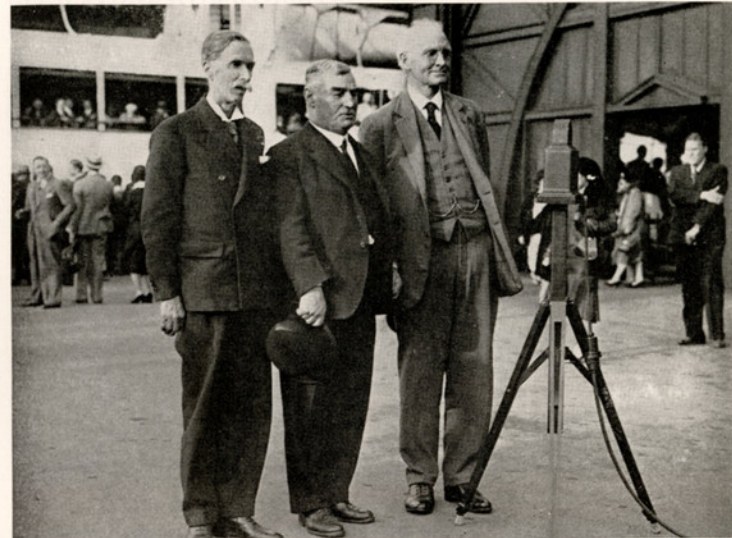
The first group will leave New York by rail on June 28 and cross the continent by way of Yellowstone Park, where a 3-day stop will be made. The second group will leave New York June 29 and proceed to Seattle by way of the Canadian Rockies.

After the 3-day convention at Seattle, which ends July 9, the two groups will combine and the entire party proceed by rail and motor, visiting Portland, San Francisco, Yosemite Valley, Southern California and the Mexican Monte Carlo at Agua Caliente, before embarking at Los Angeles on the Panama Pacific liner *California*, on July 20th, for the fourteen-day sea trip to New York via the Panama Canal and Havana.

As on the previous convention tour, experienced members of the Panama Pacific Line staff will accompany the convention parties throughout the tour.

The first known record of a ship is on an Egyptian monument, 4,000 years old. It was propelled by forty oars.

AN IMPORTANT DELEGATION SAILS ON THE MAJESTIC



NEW ZEALAND'S REPRESENTATIVES AT THE IMPERIAL CONFERENCE, LONDON

Before they left New York on the White Star liner *Majestic* on the last leg of their long journey from Down Under, Hon. G. W. Forbes, prime minister of New Zealand, who headed the delegation to the Imperial Conference at London, made a sound picture on the pier. He is shown here before the microphone (center) with Sir Thomas Sidley (left) minister of justice, and Dr. George Craig, comptroller of customs

I. M. M. TO HAVE ONLY CRUISES INCLUDING MEXICO IN ROUTE

AS THE OCEAN FERRY goes to press an announcement is being made of the International Mercantile Marine Company's West Indies program for 1931, consisting of a series of five short cruises for the late winter season. Two cruises to Mexico, the only ones offered by any company this season, are included in the program.

The White Star Line's new motor vessel *Britannic* will make two cruises, one leaving New York February 25, for Port au Prince, Kingston, Colon, Havana and Nassau, lasting 16 days, and one on March 14 for Nassau, Port au Prince, Kingston, Vera Cruz (Mexico) and Havana, lasting 19 days.

The Red Star liner *Lapland*, now being extensively remodeled, will make three cruise voyages: February 18 to Nassau, Port au Prince, Kingston, Vera Cruz and Havana, 19 days; March 11, to Havana, Nassau and Bermuda, 12 days; March 25, to Havana, Nassau and Bermuda (at Easter), 14 days.

A more detailed description of these cruises must be held over until the December issue.

In addition to these cruises the *Britannic* will make a nine-day, all-expense New Year's cruise, under charter to National Tours, leaving New York December 26. The beautifully appointed new liner will serve as a hotel during the voyage.

BELGENLAND ORCHESTRA

(Continued from page 10)

to the orchestra, the leader of the orchestra takes command of the situation.

His is a dominion of technique unknown, or but dimly sensed, by the master of the ship. He can conjure sounds that stir the soul, and start strange visions and filmy longings in the brain.

He is a wizard, for the moment engaged in necromancy, of which the master of the ship knows naught, except as to the effect upon himself.

In this we see a striking example of the fitness of things that gives each man his just due in the game of life.

It is not possible that the leader of the orchestra can command the ship; but for the moment he can command the commander.

Then, what follows? The arts have conquered science—for when all is said, what is commanding a great ship like this but applied science.

On the bridge, the leader of the orchestra would cut a sorry figure. He would wave the baton unavailingly at the waves.

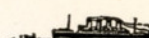
Here, he is master of his art, and what an art it is!

We are all fortunate, whether master, or passengers, or crew, to be shipmates with those conjurers of the bow and string who can take us at will out of ourselves, and start us, flying on a magic carpet, on a free excursion into the realms of pure fancy.

Visitors to the "Franconian Switzerland" will soon be able to live in a romantic old castle. This is the Kühlenfels, between Nuremberg and Bayreuth, which is to be converted into a hotel.



THE OCEAN FERRY



AMOS 'N' ANDY AT SEA



AMOS 'N' ANDY AT SEA

In private life these two gentlemen of color are E. F. Prince, Lt.-Comdr., U. S. N. R., chief engineer, left, and William G. Gilfillan, purser, of the Panama Pacific liner *Virginia*. Their blackface act was a top-line number in a masquerade ball given on a recent coast-to-coast voyage.

ON the Panama Pacific liners the art of giving a successful masquerade ball has been developed to a point that might profitably engage the attention of masters of ceremony on all other passenger ships where such forms of entertainment are presented for the amusement of passengers.

Tropic nights, moonlight, smooth seas and a sense of romance that is inseparable from the route followed by the ship—in the path of the buccaneers—contribute to the make-believe zest of such occasions. Further, the manner in which this program is put on is also conducive to merriment.

There is a community spirit in the Panama Pacific Line parties that is specially well developed on the *Virginia*. The captain attends, and dances—not in costume, but in uniform. Other officers are free to make up for the evening. Purser Gilfillan has developed a strong Amos 'n' Andy act, in which he makes his entry on a baggage truck, pushed by his partner, who changes each trip. If the partner is large, Gilfillan is Amos; if small, he takes the role of Andy. The point of the situation is expressed by an air of extreme fatigue on the part of the man pushing the barrow.

Channel Not Often Rough

Some people regard a channel crossing as a perilous adventure, only to be undertaken in times of necessity and with much fear and trembling. Yet the records of the English Channel or North Sea weather show that the percentage of even "moderately rough" days is very small. After all, it takes less time to get from London to Paris, than from London to Carlisle, and the sea trip from Dover to Calais lasts only a little over an hour.

POLICE COMMISSIONER'S FAMILY DELIGHTED WITH WESTERNLAND

WHEN the wife and daughter of Edward P. Mulrooney, police commissioner of New York, went abroad last June, they chose the Red Star liner *Westernland* for the ocean voyage. That this ship gained two friends for itself and the line, is evident from the following letter received recently, by P. V. G. Mitchell, vice-president of the International Mercantile Marine Company, from the commissioner:

THE POLICE COMMISSIONER
CITY OF NEW YORK

My dear Mr. Mitchell:

Many thanks for your letter of September 11. I was just about to convey to you the news that Mrs. Mulrooney and Elizabeth enjoyed their trip immensely, particularly that part of it having to do with your service.

Every courtesy was extended to them and they are loud in their praise of your personnel, particularly as to your two skippers.

Further, Mrs. Mulrooney says the *Westernland* is the best-behaved vessel of any description on which she has ever sailed.

Again thanking you for your many courtesies, and with kindest regards to Mr. Franklin and yourself, I am,

EDWARD P. MULROONEY.

HOSPITAL SHIPS

(Continued from page 5)

ized for wards, dispensary and operating-rooms.

When she departed for the African coast, Lady Churchill went out as lay director of the hospital force aboard. No one was more pleased with the success of the venture than Mr. Baker and when the six months "gratuitous charter" had ended, he gave the *Maine* to the British navy. She rendered good service at the Boxer uprising in China; in the Mediterranean and in the North Sea, until 1913.

The career of the hospital ship was ended but her name lived in the hearts of the British people. Then came the World War, which called for hospital ships aplenty, and Winston Churchill, cherishing the memory of his mother's service in the Boer War, decided that the name *Maine* should be given to one of the new hospital ships. By his order the *Mediator* became the *Maine*. After she passed, the name was conferred upon the *Panama* of the Pacific Steam Navigation Company when that vessel was made a hospital ship.

In the service of the Atlantic Transport Line today are two surgeons of the Royal Navy who served on the first *Maine* after Mr. Baker had given her to the British Government. One of these is Sir Daniel J. P. McNabb, K.B.E., C.B., Surgeon Rear-Admiral R.N. (retired), present surgeon of the *Minnewaska*. Sir Daniel, as fleet surgeon, was in supreme command of the first *Maine* when she entered the hospital service in the Boer War, his rank being changed later to that of Surgeon Commander. The other veteran of the old *Maine* is A. C. Bean, M.R.C.S., L.R.C.P., Surgeon Captain R.N. (retired). Dr. Bean is relief surgeon of the Atlantic Transport fleet. He was in command of the old *Maine* during the Boxer uprising.

RIGHT FROM COUNTY CORK!



With his face crowned by curls and covered with freckles and a look of serious responsibility, sturdy little Dennis T. McCarthy arrived on the White Star liner *Britannic* recently from a visit to his aunt in County Cork. Although he is only three, he made the journey alone, and a very creditable job he made of it, with the kindly assistance of Miss Anne Williams, stewardess, in whose special care he traveled. His father, Patrick J. McCarthy, met him at the pier to take him to his future home, Chicago. He acted as interpreter when reporters interviewed Dennis, who speaks two languages, baby talk and Irish brogue, and thinks the milk is sweeter in Ireland than here and that New Yorkers have funny accents. Incidentally, this is Dennis' second Atlantic crossing, for he went to Ireland with his aunt when he was one year old.

R. B. PRICE TO HEAD TRAVEL BUREAU OF NORTHAMPTON BANK

ON November first, R. B. Price, who for many years, as ticket agent of the Boston and Maine Railroad at Northampton, Mass., has represented the International Mercantile Marine Company and particularly the Panama Pacific Line, will assume his new post as head of the newly organized travel department of the Northampton National Bank and Trust Company.

For six years Mr. Price has represented some 45 different steamship lines and is thoroughly familiar with the problems of ocean travel, having arranged many trips to foreign countries for people of Northampton and vicinity, and he brings to his new position a reputation for the utmost courtesy and efficiency in dealing with the traveling public.

The Northampton National Bank, in adding several new departments of commerce, has included the travel bureau in recognition of the need for a modern and complete service of this kind in the vicinity, which is an important center for such a bureau because of the location there of Smith College, Mt. Holyoke College and Amherst College.

New Cathedral for Liverpool

The site has been secured and a Roman Catholic Cathedral is to be built in Liverpool. Sir Edwin Luytens has been chosen as architect.

W. W. JEFFERIES

W. W. Jefferies, who was passenger traffic manager of the International Mercantile Marine Company, at the time of his retirement in 1922, died on October 15 of pneumonia at his home, Sea Island Beach, Georgia.

Mr. Jefferies, who was in his 64th year, began his career in the steamship business in 1882 with Peter Wright and Sons, Philadelphia, general agents for the International Navigation Company, which was later absorbed by the International Mercantile Marine Company. He was connected with the passenger department of the company throughout his service and held the post of passenger traffic manager for a number of years before his retirement.

Vision and the ability to put new ideas into practical operation were outstanding characteristics of W. W. Jefferies and to him went the credit for many successful ventures of the International Mercantile Marine Company into new fields. He was the first man in the steamship business to suggest the use of transatlantic ships for winter cruises during the slack season, and his suggestion was carried out in 1894 when the *Ohio*, of the American Line, was the first transatlantic liner ever to make a cruise to the West Indies.

To Mr. Jefferies goes the credit for the establishing of the Panama Pacific Line in 1915, when the Exposition at San Diego was attracting large numbers of people to California.

GEORGE PRINCE

THE OCEAN FERRY has received word from England of the death of George Prince at Southampton on September 29.

Mr. Prince, one of the most popular figures in shipping circles in Southampton, was manager of the second and third class passenger departments of the White Star Line at the time of his retirement in June, 1926, at the close of a career of 60 years in the business. Apart from his ability, charm of manner and geniality, his service was notable for the fact that he had never been absent from business a single day on account of illness.

Starting at the age of 14, Mr. Prince served with the Inman Line and American Line until 1907, when his association with the White Star Line began.

Mr. Prince has left eight sons in mercantile activities, one of whom, Ernest F. Prince, is chief engineer of the Panama Pacific liner *Virginia*, in the New York-California service.

The apple is the characteristic fruit of Normandy. Therefore, the best times of the year to visit this lovely part of France are in the spring, when the trees are in blossom, and in the fall when villages all smell of the cider press.

Although Czechoslovakia has been on the tourist map of Europe only since the war, nearly ten thousand Americans and Canadians find it worthy of a lengthy visit each summer.

THE OCEAN FERRY

WHITE STAR LINE'S BELFAST OFFICE



31-37 VICTORIA STREET

The addition, this year, of Belfast and Galway as ports of call for steamers of the White Star Line's New York-Liverpool-Queensdown service, to accommodate the growing traffic to and from northern Ireland, has added substantially to the volume of business handled by the company's office at 31 Victoria Street, which is in charge of Messrs. Whiting and Tedford, who report that the city of Belfast takes great pride in the Adriatic, which is the largest liner entering the port.

SKIPPER WILLIAMS

(Continued from page 7)

A midnight dinner was given in his honor by editorial associates of the *Times* and another, with presentation of a ship's clock, by the Ship News Reporters' Association of New York, of which Mr. Williams was three times president.

There have been some excellent scribes assigned to Ship News in the last half century, but none has come to the job with richer background or better training than "Skipper" Williams. His early years in sailing ships and steam; his knowledge of peoples and places; familiarity with foreign tongues and dialects, the customs of folk in remote places; an unusually large acquaintance with world celebrities and sailormen, and above all, a marvelous memory, have on hundreds of occasions been of invaluable service to his ship news associates, his paper and the readers of the daily press.

It is said that nothing worth while in the way of news escapes him. Tradition has it that he has trained his contacts to become news conscious and stories naturally pour in upon him. However true this may be, the skipper is a sharp news hunter himself and is never too busy to stop and chat with the great and lowly of New York's waterfront.

In his response at the dinner of the Ship News Reporters' Association, "Skipper" Williams paid high tribute to the old American Line steamships. He said: "I made my first crossing in the American Line in the old *City of Paris* in October, 1893. It was followed by sixteen trips in

LEADER OF HUNGARIAN PARTY PRAISES SERVICE ON MAJESTIC

ONE of a party of 125 Hungarians who crossed on the White Star liner *Majestic* last summer under the leadership of Bishop Joseph Schrembs of Cleveland, for the Holy Year celebration of the Hungarian Greek Catholic Church, was Rev. Nicholas Szabo, pastor of St. Elias' Church at Homestead, Pa. On his return to America after the celebration which ended with the great festival of St. Stephen, patron saint of Hungary, he wrote the following letter to W. H. Maybaum, manager of the third class department of the International Mercantile Marine Company:

Dear Mr. Maybaum:

After a sojourn of almost three months, I am finishing my journey on the *Majestic*, the ship on which I began my tour.

The *Majestic* is known as the "largest ship in the world"—it is more than that: it is well balanced, well-behaved, comfortable and kind to its passengers. It can appropriately be called the pride of the White Star Line!

Please accept the expression of my sincere thanks for the courtesies extended me and be assured that I heartily wish you, Mr. Maybaum, and your company well-deserved prosperity: the reward of service and courtesy.

Yours very truly,

NICHOLAS SZABO,
Pastor St. Elias' Magyar Greek Catholic Church.

her and the other three, *St. Louis*, *St. Paul*, and *New York*. They were magnificent liners in every detail. I hope before long to see the white flag with the blue spread-eagle (the old American Line houseflag) flying at the main truck on a fleet of crack transatlantic flyers."



THE OCEAN FERRY



WHITE STAR LINE—RED STAR LINE ATLANTIC TRANSPORT LINE—WHITE STAR CANADIAN SERVICES LEYLAND LINE—PANAMA PACIFIC LINE

International Mercantile Marine Company

104 Ships, more than 1,000,000 Tons. Regular, Frequent, Unexcelled Service

PASSENGER SAILINGS

WHITE STAR LINE New York—Cherbourg—Southampton By the Magnificent Trio

From New York	From Southampton
Nov. 7	Homer
Nov. 14	Olympic
Nov. 21	Majestic
Nov. 28	Homer
Dec. 5	Olympic
Dec. 13	Majestic
Dec. 27	Olympic
Jan. 10	Majestic
.....	Homer
Jan. 30	Majestic
Feb. 20	Olympic
Mar. 13	Olympic
Mar. 27	Majestic
Apr. 3	Olympic
Apr. 10	Homer
Apr. 17	Majestic
Apr. 24	Olympic
May 1	Homer
May 8	Majestic
May 15	Olympic
May 22	Homer
May 29	Majestic
June 5	Olympic
June 12	Homer
June 19	Majestic
June 26	Olympic
July 3	Homer
July 8	Majestic
July 16	Olympic
July 23	Homer
July 31	Majestic

New York—Cobh—Liverpool

From New York	From Liverpool
Nov. 1	Adriatic
Nov. 8	Britannic (New)
Nov. 22†	Baltic
Dec. 6†	Adriatic
Dec. 20†	Baltic
.....	Britannic (New)
Jan. 3†	Cedric
.....	Adriatic
Jan. 24†	Baltic
.....	Laurentic
Feb. 14†	Cedric
Feb. 28†	Baltic
Mar. 14†	Cedric
Mar. 28†	Baltic
Apr. 11†	Laurentic
Apr. 18†	Doric
Apr. 25†*	Baltic

NOTE. Steamers in this service carry Cabin, Tourist and Third Class. The *Cedric* and *Britannic* call at Boston both eastbound and westbound.

†Calls at Boston.

†Via Halifax.

††Via Belfast and Glasgow.

*Via Galway.

RED STAR LINE Plymouth—Cherbourg—Antwerp

From New York	From Antwerp
Nov. 7†	Westernland
Nov. 21†	Pennland
Dec. 5†	Westernland
.....	Belgenland
Dec. 27†	Pennland
.....	Lapland
Jan. 23	Pennland

NOTE.—The *Pennland*, *Belgenland*, *Lapland* and *Westernland* call eastbound at Plymouth and Cherbourg and westbound at Southampton and Cherbourg. The *Pennland* and *Westernland* carry tourist and third class only.

†Also calls at Halifax.

WHITE STAR LINE—CANADIAN SERVICE

Montreal—Quebec—Liverpool

From Montreal and Quebec	From Liverpool*
Nov. 1†	Doric
Nov. 15†	Laurentic
Nov. 28†	Doric

*Via Belfast and Glasgow.

†Via Glasgow and Belfast.

MEDITERRANEAN CRUISES

White Star Line

New York to Madeira, Gibraltar, Algiers, Monaco, Naples, Athens, Chanak Kalesi, Istanbul, Haifa, Alexandria, Syracuse, Naples, Monaco, Gibraltar.

Britannic (New) Jan. 8

New York to Madeira, Las Palmas, Cadiz, Gibraltar, Algiers, Malta, Athens, Istanbul, Haifa, Alexandria, Naples, Villefranche, Southampton, Cherbourg (49 days).

Laurentic Jan. 31

(Under charter to Frank C. Clark)

New York to Madeira, Casablanca, Cadiz, Gibraltar, Algiers, Naples, Athens, Dardanelles, Istanbul, Haifa, Alexandria, Naples, Monaco, Gibraltar, Southampton.

Homer Jan. 24

Southampton to Lisbon, Barcelona, Monaco, Naples, Algiers, Gibraltar.

Calgarie Jan. 31

AROUND THE WORLD CRUISE

Red Star Line

New York to Cuba, Panama Canal, California, Hawaiian Islands, Japan, China, The Philippines, Siam, Straits Settlements, Dutch East Indies, Sumatra, Ceylon, India, Egypt, Greece, Italy, The Riviera, Spain.

Belgenland, from New York, Dec. 15, 1930; San Diego, Dec. 31; Los Angeles, Jan. 2, 1931; San Francisco, Jan. 4.

WEST INDIES CRUISES

New York to Nassau, Port au Prince, Kingston, Vera Cruz, Havana (19 days).

Lapland Feb. 18

Britannic Mar. 14

New York to Havana, Nassau, Bermuda.

Lapland, Mar. 11 (12 days); Mar. 25, (14 days).

New York to Port au Prince, Kingston, Colon, Havana, Nassau.

Britannic Feb. 25

PANAMA PACIFIC LINE New York—San Francisco

Via Panama Canal; steamers call at Havana, Balboa, San Diego and Los Angeles, westbound; Los Angeles, Balboa and Havana, eastbound.

From New York	From San Francisco
.....	California
.....	Virginia
Nov. 8	Pennsylvania
Nov. 22	California
Dec. 6	Virginia
Dec. 20	Pennsylvania
Jan. 3	California
Jan. 17	Virginia
Jan. 31	Pennsylvania
Feb. 14	California
Feb. 28	Virginia
Mar. 14	Pennsylvania
Mar. 28	California
Apr. 11	Virginia
Apr. 25	Pennsylvania
May 9	California
May 30	Virginia

ATLANTIC TRANSPORT LINE

From New York	†From London
Nov. 8*††	Minnnetonka
Nov. 15†	Minnekahda
Nov. 22*††	Minnewaska
Dec. 6*	Minnetonka
Dec. 13†	Minnekahda
Dec. 20*††	Minnewaska
Jan. 10†	Minnekahda
Jan. 17*††	Minnewaska
Jan. 31*††	Minnetonka
Feb. 7†	Minnekahda
Feb. 14*	Minnewaska
Feb. 28*††	Minnetonka
Mar. 7†	Minnekahda
Mar. 28*	Minnetonka
Apr. 4†	Minnekahda
Apr. 11*	Minnewaska
Apr. 25*	Minnetonka
May 2†	Minnekahda
May 9*	Minnewaska

NOTE. The *Minnekahda* carries only tourist third cabin passengers.

*Via Cherbourg.

†Via Boulogne.

††Via Plymouth.

†††Via Halifax.

ATLANTIC ISLES CRUISES

White Star Line

Liverpool to Las Palmas, Tenerife, Madeira, Cadiz (for Seville), Lisbon.