

THE OCEAN FERRY



Gulf of Panama

JANUARY 1934

THE OCEAN FERRY

PUBLISHED MONTHLY BY THE
INTERNATIONAL MERCANTILE MARINE COMPANY

P. A. S. FRANKLIN, *President*

Vice Presidents

P. V. G. MITCHELL A. C. FETTEROLF
JOHN M. FRANKLIN BASIL HARRIS KERMIT ROOSEVELT

J. S. MAHOOL, *General Passenger Traffic Manager*

DAVID LINDSAY, *Assistant General Passenger Traffic Manager*

WHITE STAR LINE

RED STAR LINE

WHITE STAR LINE CANADIAN SERVICE

PANAMA PACIFIC LINE

ATLANTIC TRANSPORT LINE

LEYLAND LINE

AMERICAN LINE

PAN AMERICAN AIRWAYS

ROOSEVELT STEAMSHIP COMPANY, INC.

UNITED STATES LINES

AMERICAN MERCHANT LINES

AMERICAN PIONEER LINE

BALTIMORE MAIL LINE

STATES STEAMSHIP LINE

ROOSEVELT STEAMSHIP COMPANY, INC., GENERAL AGENTS

OFFICE OF PUBLICATION, NO. 1 BROADWAY, NEW YORK CITY

CARLA DIETZ, *Editor*

WALTER H. JONES, *Managing Editor*

Subscription Price: Ten cents a copy, or \$1.00 a year, delivered postpaid

"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

The text in this publication is not copyrighted, and anyone wishing to reprint any part of it is cordially invited to do so.

Vol. XIII

NEW YORK, JANUARY 1934

No. 4

CONTENTS

| | PAGE |
|--|------|
| STONES OF VENICE, A NIGHT PHOTOGRAPH OF ST. MARK'S CATHEDRAL | 3 |
| MORRIS L. EVANS, CHIEF ENGINEER OF THE <i>Majestic</i> , A CARTOON | 4 |
| THE NEW YEAR IN SCOTLAND | 4 |
| ANCIENT ENGLISH SUNDIALS TO BE PRESERVED | 4 |
| THE ALPS, WINTER PLAYGROUND OF THE WORLD, BY MARIE WIDMER | 5 |
| PASSENGERS FIND THE LITTLE SHOPS ON OCEAN LINERS TEMPTING | 7 |
| EDITORIAL COMMENT | 8 |
| OBSERVED AND NOTED | 9 |
| <i>S. S. Pennsylvania</i> SCHEDULED FOR EASTER CRUISE | 10 |
| HINTS FOR HOLIDAY CRUISE PHOTOGRAPHERS | 10 |
| SEA POSTOFFICES RENDER AN IMPORTANT SERVICE | 11 |
| BOOK REVIEW—"WE EXPLORE LONDON," BY JAN AND CORA GORDON | 11 |
| WHITE STAR LINERS BRING STONE FOR AMERICAN ROCK GARDENS | 13 |
| AMERICAN LINERS WILL NOW HAVE WELL STOCKED "CELLARS" | 13 |
| WINTERSPORTS IN AUSTRIA DRAW MANY VISITORS | 13 |
| MEN OF MARK—FRED BIRD | 14 |
| <i>Olympic</i> AND <i>Majestic</i> TEAMS PLAY FOR MARSHALL CUP | 14 |
| BOUQUETS—A GARLAND OF GOOD OPINIONS FROM FRIENDS | 14 |

WHERE TO OBTAIN THE OCEAN FERRY

The OCEAN FERRY is distributed through the following Company offices:

IN THE UNITED STATES

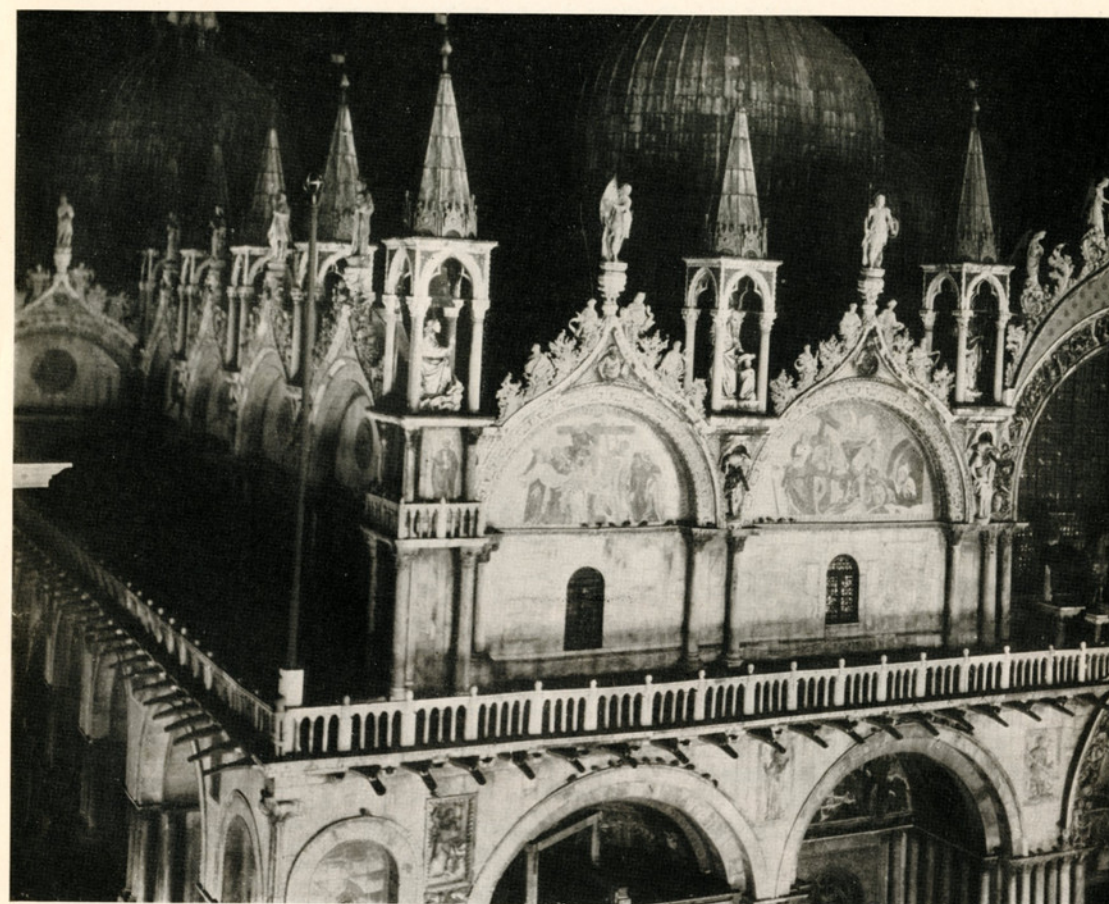
NEW YORK, No. 1 Broadway
ATLANTA, GA., 75 Poplar Street
BALTIMORE, MD., 340 North Charles Street
BOSTON, MASS., 563 Boylston Street
CHICAGO, ILL., 216 North Michigan Avenue
CLEVELAND, OHIO, 616 East Superior Street
DALLAS, TEXAS, Cotton Exchange Building
DETROIT, MICH., 1255 Washington Boulevard
LOS ANGELES, CALIF., 715 West Seventh Street
MEMPHIS, TENN., Cotton Exchange Building

NORFOLK, VA., 111 East Plume Street
NEW ORLEANS, LA., 317 St. Charles Street
PHILADELPHIA, PA., 1620 Walnut Street
PITTSBURGH, PA., Union Trust Building
PORTLAND, ORE., McCormick Terminal
ST. LOUIS, MO., 1100 Locust Street
SAN DIEGO, CALIF., 1030 Fourth Avenue
SAN FRANCISCO, CALIF., 687 Market Street
SEATTLE, WASH., Vance Building
WASHINGTON, D. C., 743-14 Street, N. W.

IN EUROPE AND EGYPT

ANTWERP, 22 Rue des Peignes
BERLIN, 3a Unter den Linden
BIRMINGHAM, 6 Victoria Square
CAIRO, 9 Rue Kemal, op. Shepheard's Hotel
HAMBURG, 18 Glockengieserwall
LIVERPOOL, 30 James Street
LONDON, 1 Cockspur St., 14 and 38 Leadenhall St.
MANCHESTER, 74 Cross Street
NAPLES, 41-43 Via Agostino De Pretis
PARIS, 9 Rue Scribe
SOUTHAMPTON, Canute Road

PRINTED
IN
U.S.A.



Stones of Venice

Night lends enchantment and mystery to the lovely lacy outline of St. Mark's—to its great domes and the charmingly naive mosaics of the facade. All unconscious of the brooding beauty of the ancient cathedral, pigeons sleeping over the doorways add their silhouettes to the pattern. Above the main portal one of the celebrated bronze horses is dimly outlined



THE OCEAN FERRY



YOU HAVE TO BE AGILE TO SKETCH MR. EVANS



Morris L. Evans, chief engineer of the world's largest ship, the White Star liner MAJESTIC, whose perpetual smile is forever enshrined in the hearts of those fortunate enough to have beheld it.

Mr. Evans is the despair of the cartoonist.

You get this far, only to be interrupted by hordes of former passengers and friends come to say "hello." It is not the cordiality, congeniality good fellowship and general

hubbub that distracts you so much as his lip as he tells someone how he has to get his eyebrows trimmed every so often to keep them out of the main shaft.

Now I can't see your nose, Mr. Evans.

Here's an engineer who is not a Scotsman—he hails from Coernorion in Wales. His friends all call him "Taffy," look you. He has a brother Will who was a captain—and they never quarrelled!

The Majestic develops 84,000 horse power. I think it would take more horses than that to upset Mr. Evans' equanimity.

THE NEW YEAR IN SCOTLAND

TIES that bind Scots to their native land are never so closely drawn together as at the annual festival of New Year. For generations the celebration of Christmas in Scotland was practically ignored, but this is no longer true, and the recognition of Christmas Day, and the holding of sacred services and festivities at this season is extending rapidly throughout Scotland. Yet it is still true to say that in most homes the New Year celebrations hold the favorite place.

These begin on New Year's Eve or Hogmanay, as it is called. Every household lays in the fullest stores of meat, and all manner of cakes and confections it can afford, as well as supplies of whisky and port wine, specially for those who "don't

taste except at New Year." Every exile from the family circle is present if at all possible, as family reunions are the special feature of the occasion.

As New Year's Eve wears on, parties from all parts of the town or village make for the square, town hall, or market cross, whichever is the popular rallying ground. There they gather in happy laughing groups until midnight sounds and the New Year is hailed with acclamation and good wishes are exchanged between everybody. The singing of Auld Lang Syne concludes the gathering, when all go off to "first-foot" their friends. The first-footers are well supplied with friendly offerings such as shortbread, cake, fruit, wine, and often a piece of coal which is considered to bring good luck. Some gift must be taken, however modest, for to arrive without it would

be sure to bring ill-luck on the house visited. And it must be a dark person who acts as "first-foot," for only such are regarded as bringing good luck. The first-footers are out for a night of it and proceed from house to house, and keep up their friendly calls until the early hours of the morning. For those of more serious outlook, there are watch-night services in the churches, but after the service the worshippers start their mission of first-footing.

New Year's Day is a holiday. Services are held in the churches for the children, and a constant round of visiting goes on among relations and friends. Football matches and other entertainments are also on the day's program. By custom all works are closed for a week, but for some years there has been an increasing desire to reduce the holiday period.

In remote parts of the Highlands many places still adhere, among the older generation at least, to the celebration of the Old New Year, on January 11, but this custom is passing away.

ANCIENT SUNDIALS ON ENGLISH CHURCHES TO BE PRESERVED

TO preserve for posterity the remaining ancient sundials in England which were the forerunners of the village church clock, the Central Council for the Care of Churches has embarked upon a census of these Norman—in a few instances, Saxon—time indicators.

Among the dials which have survived from early times is one on the wall of Stratford-upon-Avon Church, which was probably well known to Shakespeare.

For nearly four centuries after the Norman conquest these "Big Bens" are believed to have stood on church walls throughout the country. They were placed at eye-level, were only a few inches wide and high and consisted of a pointer and radiating lines. Of those still in existence none is equipped with the pointer.

From the period in the eleventh century when these dials were introduced from Normandy until they were superseded by scientific sundials or mechanical timepieces 400 years later there was no change in their primitive design or in the position in which they were placed. It is considered surprising that no mention was made of them in medieval literature.

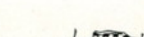
The first complete list for the sundial census has been furnished by the diocese of Worcester, where 52 were found. It is expected that 250 more will figure in the returns from the dioceses of Winchester, Bath and Wells, Chester and Chichester. An additional 330 are likely to be located in five other dioceses. The number of Saxon dials already recorded is 24, but it is believed others will be discovered.

—N. Y. Sun

Marienbad, Czechoslovakia's famous health resort, has 45 miles of walks in romantic pine forests, and walking "cures" are popular.



THE OCEAN FERRY



The Winter Playground of the World

BY MARIE WIDMER

SUN PILGRIMS, they call them in Switzerland, those thousands of fortunate mortals who, with the advent of winter can set their course for the vast fairyland of sparkling white playgrounds above the very clouds.

To the question of the novice, "where shall I go for winter sports, the answer really is "just up." Ideal conditions prevail in practically all resorts situated at altitudes of 3000 feet or more: in the placid Jura region in Western Switzerland; in the Valais, where side valleys of great beauty abound, and where Zermatt too, is open to winter merrymakers; in the Vaudois Alps, where one never ceases to discover attractive haunts; along the chaletland route from Montreux to the Bernese Oberland, and in the much sung Bernese Oberland itself, where the joyous laughter of winter sports enthusiasts resounds up to the dizzy heights of Jungfrauoch, 11,340 feet above sea level; in lovely central Switzerland and in the eastern part of the country, where the sunlit alpine valleys of the Grisons are much trodden ground of early winter pioneers. Everywhere in these realms, if snow and ice conditions are at all normal, there is perpetual activity on rinks and runs from the end of November until the beginning of March.

The Costumes Are Fetching

Your very arrival at one of the Alpine winter resorts is a memorable adventure, an initiation into the carefree, wholesome life of snowland. Gaily painted sleighs with tunelessly tinkling bells await visitors and their strangely bristling baggage, a goodly portion of which consists of bundles of skis, toboggans and bobsleighs. The rest of the luggage is made up of fetching winter sports costumes, woolly and warm and vastly becoming. And for these creations nature provides the flattering set-



BEAUTY, THRILLS AND SPEED
Expert skiers swiftly descending one of the many slopes of the Adelboden in the Bernese Oberland trail long bridal veils of snow crystals behind them
A. Klopfenstein, Adelboden

ting, a landscape of sparkling white with mauve shadows set against a backdrop of sapphire sky.

The most blase type of mortal could not resist the sunlit ice upon which happy throngs sway rhythmically to the capti-

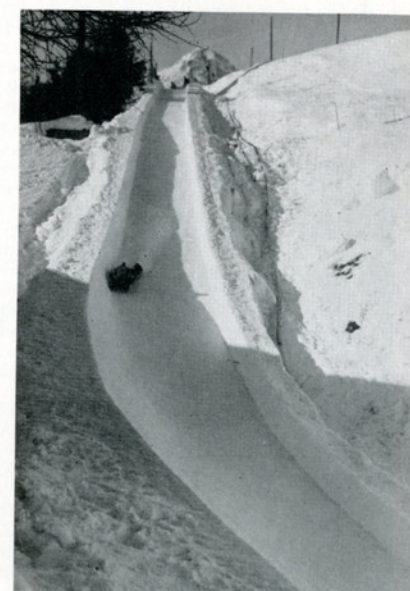
vating airs of an orchestra. Skating has attained classic heights in Switzerland and every resort boasts rinks which provide rare enjoyment. Davos, in the Grisons, enjoys the distinction of maintaining the largest skating rink in Europe, measuring more than seven and one-half acres! This mammoth surface is divided into three sections, so that amateur and professional skaters, hockey players, curlers, and gymkhana fans may pursue their own particular hobbies.

Hockey Draws Crowds

Since every resort regards its rinks with a feeling of civic pride it goes without saying that each area of ice is as smooth as polished marble. Champion or amateur, it makes no difference. The healthy thrill which skating produces is all that counts—to be a part of the laughing crowd with sparkling eyes and flushed cheeks.

One of the swiftest games in the world is ice hockey and in its many variations it was known to most northern people in both Europe and Asia. Even the Romans played a game of a similar nature. Modern ice hockey evolved in Canada, where a first general tournament took place in 1884. Some of the finest teams in Europe meet now annually in Switzerland and their comparative skill is a matter of keen speculation among the visitors who patronize these events in a number almost approaching the crowds one sees at an American baseball game.

"Wherever there is ice—and Scots, there will be curling." Thus goes an old saying, but curling is no longer an



ROLLER COASTER, ST. MORITZ STYLE
Tobogganing on the famous Cresta Run can furnish thrills even in this age of mechanical speed. You have to qualify as a pilot by a series of apprenticeships before steering a bobsleigh on the entire run. Deluxe tobogganing affords the fastest speed man can obtain without the aid of mechanical locomotion
O. Rutz, St. Moritz



THE OCEAN FERRY



WEATHER CLEAR, TRACK FAST *Niederer, St. Moritz*
Steeplechasing is sporting enough at anytime. Over the fast snow-packed course on frozen lake at St. Moritz, it is an event that is exciting enough for any devotee of the sport

exclusively Scottish game. Being a fascinating and healthy sport, it has gained general popularity. It is often called the "roarin'" game, not, as some have supposed, from the roars of the genial curlers themselves, but from the sound the stones used to make in the days gone by, when the game was played on black lake ice.

Tobogganing De Luxe

In addition to these recognized forms of ice-sports the winter guests go in for a variety of games and comical stunts. The gymkhanas, these frolics are called, and they include egg and spoon races, potato races, stick and bottle races, balloon races and three-legged races. Fancy costumes frequently add zest to such entertainments.

Horse races, running and trotting, are other events on frozen lakes and needless to say they are enthusiastically patronized. The turf is of padded snow and as fast and sure as the finest conditioned track in America.

Dreams of childhood come true in a Swiss winter resort. Here, in addition to the most perfect ice rinks one also finds marvelous opportunities for snow sports. Among these tobogganing is still a favorite. In addition to the scientifically constructed runs, there are plenty of interesting, yet considerably less difficult, courses. There is a great thrill in steering one's own way on the steep dips and around bends, now and then snatching a glimpse into the valleys below!

The greatest velocity which man can gain without mechanical locomotion is attained in ice tobogganing. The Cresta Run at St. Moritz holds the distinction of affording the swiftest ice tobogganing in the world. The total length of this course is three-quarters of a mile. It has a drop

of 514 feet, and contains every variety of turn, from the most gentle to the sharpest curve. Generally a Cresta aspirant practices on what is known as the Village Run in St. Moritz, and later on the Chantarella Run. If found proficient, the would-be Cresta rider is accepted as a "freshman." But even then he is not permitted to do the run immediately from the top. He has to qualify for stages. The course is divided into three sections—from Stream Corner to the end; from Junction to the end, and from the top to the end. A member of the Cresta may remain a "runner" on the short Stream Corner section for



E. Meerkampfer, Davos
WHERE THE SNOW LIES DEEP
When the snow comes, Davos in the Grisons becomes a real Christmas card village, and one of the important winter sports centers

quite some time. The Cresta Grand National, with its many valuable prizes and cups, is the stellar event of the season, and naturally attracts competitors of all nationalities.

The social form of tobogganing, bob-sleighing, is extensively catered to everywhere and the large vehicle accommodating as many as six persons has found a keen rival in the swift boblet accommodating but two riders.

Skiing, of course, enjoys all around popularity, for it is not only a sport, but the best method so far devised for rapid traveling over deep snow. Thus every winter sport devotee makes it a point to become proficient in this sport within the shortest time. Skiing means freedom and affords thrills which cannot be found within the limitations of rinks and runs.

A Test of Nerve

To jump through the air a distance of 220-265 feet, wearing shoes some 10 feet long, and to land firmly on one's feet, sounds a tall proposition to the man in the street. True, ski-jumping is not an easy accomplishment, yet every skier should endeavor to acquire it. His skis should be well waxed and he must learn how to reach the take-off at topmost speed. There he must bend forward so as to reduce the resistance of the air and without hesitating a moment he must leap up as high as he can. As soon as he has left the ground he must dive downwards, head foremost. Ski-jumping is indeed a severe test of one's courage and nerve.

There is but one snow sport—tailing—which requires no practice whatsoever, yet it furnishes sufficient pleasure to be out of the tame class. When a tailing party is on, one or more sleighs appear at the door, each drawn by a team of horses. Behind each vehicle are hitched in line a number of low, narrow sleds, usually equipped with comfortably upholstered seats. Everyone is tucked in warmly and comfortably and the sleighs are off. Soon the horses get the swing of the thing. Frequent rushes around corners and unexpected changes of gradient in the road cause such hilarity that everybody in the neighborhood knows that a tailing party is winding its way through the wintry world.

When sport is over for the day, cosmopolitan crowds stroll to and from the *dansants* along the beautifully illuminated village street. Later sport clothes are replaced by lovely gowns or white ties and "tails," and dinners, dances, concerts and theatricals are delightful features of the evening program. If a guest is fortunate enough to spend Christmas and New Year in the Alps he will always remember the poetic charm and spirit of good-will which mark these festive days in Switzerland.

Luxuriously equipped through-trains carry travelers from every part of Europe into Switzerland and thrilling mountain railways afford convenient connections to the chosen destinations.



THE OCEAN FERRY



YOU HAVE TO TAKE YOUR SALES RESISTANCE WITH YOU ON A SEA VOYAGE—THE LINERS' SHOPS ARE TEMPTING



THE OLYMPIC'S RUE DE LA PAIX AND BURLINGTON ARCADE
The bow windows of 18th century England have been reproduced in the attractive shop on the Olympic. Old glass of the period, set in apple green woodwork, makes this one of the most unique of the sea going shops. But everything else about it is modern, from its well selected stock to the equipment of the beauty parlor

I KNEW I'd forget something absolutely indispensable—and it's my toothbrush of all things! Wouldn't you know it would be something I couldn't even borrow?

Such lamentations come under the head of "sailing day wails." They go up from almost every cabin no sooner has a ship warped out of her dock and her passengers, so tantalizingly near and yet so far from the shops, begin to unpack and make discoveries of omissions. It isn't what you have brought but what you have left behind that looms so large at this revealing and disconcerting moment.

Just what hapless travelers did about these elusive toothbrushes and other sundries in the olden days is an interesting speculation. Today it's so simple—they go shopping. Oh yes, right on shipboard.

A checkup of the different kinds of shopping that can be done in mid-ocean reveals five, that is if you call buying a shave or a finger wave shopping, and why not? At any rate ships have novelty shops, beauty parlors, barber shops, smoke shops, and tailor shops. All have some and some have all, and this applies to cabin, tourist and third class in many cases.

Seasoned travelers are accustomed by now to sea shopping, but even they are often not aware of the infinite resources of these diminutive Fifth Avenues. Shop keeping on shipboard has reached a fine art indeed, and the selection of a stock that will fit into a small space and yet produce the assorted articles likely to be asked for by thousands of different people from al-

most every section of the globe, amounts to sheer wizardry. What's more, these little shops must compete with the Rue de la Paix, Regent Street and Unter den Linden, to mention just a few rivals, for their customers are either headed for Europe's glamorous shops or they've just come from them, and the merchandise must measure



IN THE GEORGIC'S BEAUTY PARLOR

There are all the comforts of home aboard a liner today—if you can call getting a finger wave a comfort. At any rate it's a necessity, and Georgic passengers appreciate the skillful ministrations of such operators as Miss Myra Perry, shown above

up to real or imaginary bargains abroad.

On ships of the White Star Line this task falls to the young women in charge of the shops during the voyage. Their days ashore, for this reason, are fully as busy as those at sea. There are markets to visit and salesmen from European firms to see. It takes taste, judgment and business ability of a high order to do such specialized buying.

First the necessities have to be replenished: toilet articles, cosmetics, the common drugs, in other words the indispensables that people leave behind in the bathroom at home. Then there are the things that inexperienced travelers discover that they wish they had brought along: sun glasses, sneakers to play deck tennis in, a bathing cap or suit to wear in the ship's pool, a beret that will stay on—for these insouciant little pancake hats the girls are wearing on land these days are no good in a sea breeze.

After that there is the problem of the novelty merchandise to be dealt with. These shops are gift shops too, and have saved many a forgetful traveler the embarrassment of coming ashore without a present for over-sensitive Aunt Mamie, who has somehow been overlooked in the hectic gift-shopping over the face of Europe.

"Something that is different," is what the customers want, and no matter how many things they buy abroad they will fall for tempting merchandise so attractively displayed in the shop windows on the homeward voyage.

Paris perfumes at Paris prices, from all the famous makers, are irresistible to the feminine shopper and are among the best sellers of the sea going shops, along with those allied charms, compact, powder, rouge and lipstick from these same makers.

Fetching jeweled evening bags from Paris and the beautiful leather handbags for which London is unrivalled, are a close second.

English toys, especially the dogs, go very fast and so realistic are they that few purchasers can resist the fun of holding them in their arms at the rail to fool the welcoming friends on the pier into thinking they are live ones. It is a case of shop early for the toys because there are bargain counter rushes for them and they are always sold out before the ship docks.

Languishing French dolls of matchless beauty and costume dolls, particularly a little sailor fellow with the name of the ship on his hatband, jig-saw puzzles of the ship itself, smart smoking accessories, clocks, desk sets, lamps, fountain pens and jewelry are included in the stock.

What the men fall for quite as heavily as their wives and sisters and maiden aunts go for the Paris perfumes, are the famous English pipes and razors. When it comes to these they lose the last trace of that traditional masculine skunk on shopping and sail right in.

In the matter of clothing the gentlemen

(Continued on page 12)

EDITORIAL COMMENT

LOOKING TWO WAYS

JANUS having been double-faced, or so they tell us, we are inclined, in this his name month, to look both forward and back. It seems a pretty sound thing to do now and again if we intend to plan for the future with some reference to whatever wisdom we have been fortunate enough to acquire in one more year of living, and with some hope of profiting by the mistakes we may have made, or of changing the course if we find ourselves on the wrong track.

The vista backward over 1933 reveals many things that are satisfying and some that are heartening. The I. M. M.-Roosevelt Steamship Company has not stood still in the past historic year. It has put into commission a notable ship, companion vessel to the *Manhattan* which was the outstanding American ship commissioned in 1932. It has widened its field of service to the traveling public by a cooperative agreement with an important airways system and by assuming the general agency for a transpacific passenger and freight service. It has improved and remodeled many of its steamers and added important new features, and it has inaugurated new or improved services for travelers and shippers.

Moreover, with world conditions unfavorable to foreign trade the company has seen decided improvement in some branches of its service, most significant of which is a substantial increase in first class carryings on the express liners *Majestic* and *Olympic*, as compared with last year. There has also been a 20 percent increase in average carryings per voyage on the one-class steamers of the American Merchant Lines and an improvement in cabin class and tourist bookings during the late fall and early winter months.

As to the forward vista, the company enters its 1934 season with a serious handicap removed from its American flag steamers, which constitute a large proportion of its fleet—a handicap under which they have labored since 1920 when the 18th amendment went into effect.

There is no question but what American vessels suffered severely in competition with foreign vessels during that period. That they achieved such notable success as they did is a tribute to their quality and service. Regardless of what national convictions may be, a transatlantic liner is an international carrier and hence must cater to the tastes and habits of many nationalities rather than to those of any one

nation or group. It was, in fact, only the American high standard of living as exemplified on American passenger liners, that made it possible for them to overcome the handicap.

The company will begin the year well with two New Year cruises that are even at the moment of writing so well booked as to insure success. It has every reason to regard the new year with optimism. It did not, during the late unpleasantness,

SEA VACATIONS

A Well Known Writer Speaks

I HAVE had all kinds of vacations and week-ends in my time, but I never got away more completely for four days from the wear and tear of the city life than in the four days I spent on the *Britannic*.

From the moment I got on the great liner I felt my everyday self peel off of me like some old, worn-out body. As we got out to the open sea in the twilight I actually saw my cares jump into the Atlantic.

There is that about the sea that one never experiences on land—even in the mountains. You are actually rinsed of all earth-contact. The sea-air, the skies, the pounding of the waves literally wash you clean.

The sea soaks you with a sense of the Infinite, the impersonal. It invades you with a lightness, a buoyance, a bubble-like quality that wants to make you turn a flip-flop, to fly, to dance, to howl with glee. I have never got this same reaction from land-vacations.

The trip on the *Britannic*, with its spacious decks, its luxurious lounges, smoking and card-rooms, its old English inglenooks, its merry meal-time parties, its finely appointed staterooms, its courteous and attentive service, has sold me on cruise vacations for good.

There are all kinds of mariners, but I am an International Mercantile Mariner from now on!

BENJAMIN DE CASSERES

retire into a root cellar to wait for the storm to blow itself out, but went ahead with courage and foresight with the work of building and improving its services, and it has built much prestige and good will in so doing.

RECOGNITION

IN the matter of recognizing Soviet Russia the American traveler anticipated the recent official action of his government by several years. He recognized it as a vastly interesting country to see and to study at first hand. Russia in turn early recognized the tourist by setting up a national travel bureau to look out for his needs—Intourist, an independent organization under the supervision of the Central Executive Committee.

Russia excites the imagination and the intellectual interest of many different types of travelers. The American business man and the economist are keenly watching the working out of the tremendous industrial and commercial experiments that are being carried on there; the dramatist, familiar with the brilliant past of the Russian theatre, studies the new dramatic forms and technique that are a product of the new order; the student of human nature is vitally interested in the sociological problems of so vast a nation and in seeing how new ideas are working out and new cultural ideals developing. Russia is vast, it is alive and it is making history. The American, being intellectually curious, wants to see what is going on there.

Recently Wilhelm A. Kurtz, president of Intourist, came here to reorganize his bureaus in the United States and to study the tourist business in America; to learn by interviews with tourist agencies, hotel managers, railroad and shipping heads, how these enterprises are managed here. But another important purpose of his visit, he said when he arrived, was "to prove to the American people that the Soviet Union is a country in which an entirely new and very interesting culture is being built up. The Soviet Union does not think that the several-centuries-old culture of the Czarists was no good, but they pick out of the old culture those things which they think more suitable for the new society."

It is the business of Mr. Kurtz's organization to provide comfortable hotels and adequate transportation facilities and to organize tours, and that the work has been well done is evidenced by the fact that since he became president in 1931 more than 20,000 Americans have visited Russia.

OBSERVED AND NOTED . . . By the Editor

HOOT, MON!

ALL this wise cracking about Scotch "thrill" is base libel, if we can draw any conclusions from a cable which arrived from Glasgow the day after Repeal became effective. It was 164 words long. Now if a cable that long from a Scotsman is too much of a strain on your credulity, stop reading right here.

At any rate this much of the story is documented: the cable did come from Glasgow and was received by L. C. Stuart Briton and Company of 40 Wall Street, distributors, and it concerned an important shipment of Scotch whisky, the first legal commercial whisky, in fact, to be brought to America in an American ship since 1920.

The exuberant message read as follows: "Hoot, Mon! am an me way th nicht on United States liner *Washington*. Mon, what a gran' name for a ship stop Wull hae fourteen thoosan' sax hunner and saxty o' ma bairns wi' me stop Couldna bring mair the bunks were aw fu' stop Wid hae come afore but *Washington* was first American ship sailin' after ah got ma passport vided stop The captain says ah'm the only Scotsman aboard wi' ony bairns ma ither freens left Glesga on a Scotch boat but owin' tae oor speed ah'll be wi' ye afore them stop It's ma first voyage on an American ship for fourteen year stop Mon, won't it be gran' tae see a' the guid auld American freens stop That's ah th' noo stop A' bein' weel see ye Monday week.

It was signed "Sandy Macnab." We seem to have heard the name before, but can't just place it. Anyway someone in Scotland paid to send a 164 word cable, which seems to prove something, even if the "Macnab" is legendary. And we must confess, in the interest of strict truth, that no one in kilts arrived on the *Washington* on December 11, playing on bagpipes.

SALES PROMOTION

EVERY active travel agent, and in fact every live business man is always on the look out for a good idea for sales promotion. The greatest problem in sales promotion today, as we emerge bloody but unbowed from the battle with depression, is a good idea that won't cost too much to put over. Most of us can think of costly schemes. It is the good but inexpensive ones that are hard to come by. They usually mean cooperation.

Cooperation was at the bottom of a travel promotion idea recently carried out with great success by Harry Paulsen, steamship agent of Summit, N. J.

Early in the fall Mr. Paulsen put on a travel show which was so well received that the Girl Scouts organization of Summit asked him to repeat it under their

auspices. He got busy at once and arranged a bigger and better travel show, in which he prominently featured the splendid new Panama Pacific Line film that pictures the sea voyage from California to New York via the Panama Canal. Programs, which were numbered for the drawing of lucky number prizes, were printed on the very attractive menu cards of the Panama Pacific Line which are decorated with photographs of the scenic wonders of America. An airplane trip over the Canadian Rockies, and a travel film featuring Hawaii completed the travelogue, and a new comedy film concluded the screen showing.

The Girl Scouts furnished an orchestra for the evening and gathered an audience of 960 people in the auditorium of the Summit High School. Receipts from the sale of admission tickets at 25 cents each were for the benefit of the Summit troop.

There is undoubtedly a large field for enterprises of this kind, for agents operating in the smaller communities, and obvious benefit to be derived from them. The agent's resources for getting together a good travel show are many, and almost any community has organizations who would in turn be benefited by association with such a form of entertainment.

LOST AND FOUND

THERE is one folder in the files of H. H. Lachmund, baggage master of the I. M. M. Company at the Chelsea Piers, which is always bulging. This portly folder is the one in which are filed

Max Imm Says :-



the grateful acknowledgments of passengers for the recovery of lost possessions.

The most impressive thing about this collection of letters, apart from its volume, is the data that could be tabulated from it concerning the variety of the lares and penates which travelers take along with them. Or should we say, rather, fail to take along.

In the batch of thank-you letters recently received by Mr. Lachmund were happy acknowledgments of the safe return of lost or left-behind rings, bracelets, fountain pens, coats, a lone shoe, a set of false teeth, wallets with contents intact, kimono, keys, books and other sundries. A full list of them would look like the stock inventory of a chain drug store, except that it would probably include more medicines.

SATISFIED CLIENT

A young Yorkshireman who arrived at New York on the White Star motor vessel *Britannic* on December 11, seemed to think the ship and her service quite a bit of all right. Had he been older he probably would have sung "On Ilkley moor 'baht 'at'" ("On Ilkley moor without a hat")—Yorkshire's best known folksong—to show his appreciation.

Of course, he hadn't had much previous experience of ocean travel, or of anything else for that matter, being still on the sunny side of one, but according to the reports of the ship's staff, he seemed to have had the time of his very young life.

His name is Walter David Boulter and he was sent to America by his parents, Mr. and Mrs. Boulter of 24 Hilda Road, Hull, England, to his aunt and uncle, Mr. and Mrs. Arthur Miller, whose address in this country is not, literally, in it at all. They live in Fire Island lighthouse on the narrow sandbar that fringes Long Island on the Atlantic side. From it he will be able to wave to the *Britannic* each time she passes to and from the old country.

Walter's mother sent him out because she is in poor health and cannot take care of him properly. He was placed in charge of Mrs. Elfrida Britton, stewardess in the third class, who said that on the trip he developed a real sea appetite, consumed large quantities of prune juice, beef broth, fruit and milk and gained considerable weight.

NOTA BENE

Surely no one who has the opportunity should omit to travel. The world belongs to him who has seen it. 'But he that would make his travels delightful must first make himself delightful.' (Seneca).

LORD AVEBURY, *The Pleasures of Life*



THE OCEAN FERRY



EASTER CRUISE SCHEDULED FOR S. S. PENNSYLVANIA

BECAUSE of the unqualified success of the Easter cruise of the *Virginia* last year which marked the entry of the Panama Pacific Line into the cruising field, the management of the line has decided to offer a similar cruise in 1934.

This year the *Pennsylvania*, another of the three big electric ships which maintain a regular fortnightly service between New York and California ports via Havana and the Panama Canal, will sail for Nassau and Havana for a 9-day cruise.

The *Pennsylvania* will leave New York on Friday, March 30, at 9 p. m. and is due back at her pier on the afternoon of April 8. These dates correspond to the Easter holiday recess of schools and colleges, and the arrival of the *Pennsylvania* at New York is timed to make it possible for passengers living several hundred miles distant to reach home in time for the opening of schools on the 9th.

A full day will be spent at Nassau in the Bahamas. This British colony has much to offer the visitor. One of the finest bathing beaches in the world is a few minutes' journey from the boat landing by launch. There are amazing marine gardens to be seen from glass bottom boats. There are bargains to be had in the shops, particularly British woollens and gloves, and French perfumes, and native products to be had along the picturesque waterfront. And there is plenty of interesting sight-seeing to be done in this lovely and historic island, and amusing little carriages to drive round in, behind diminutive horses.

At Havana the shore excursions included in the ticket are a morning motor tour of the city; an afternoon drive through outlying sections and a night excursion to some of Havana's most famous night clubs. The third day in Cuba is left free for shopping and independent sightseeing. Many passengers take this opportunity to spend the day at La Playa, Havana's beautiful bathing beach.

Rates for the cruise begin at \$110. All cabins are outside rooms. The *Pennsylvania*, like her sister ship the *Virginia*, has spacious decks, two outdoor swimming pools and attractive public rooms that include spacious lounge for dancing, smoking rooms and cocktail bars, library and card room, and a night club aft on B deck.

Summitt Returns to Duty

When the *Manhattan* sailed from New York on December 6 for Ireland, Channel ports and Germany, her popular purser James Summitt was back at his post after a two months' siege of pneumonia. Mr. Summitt was stricken on the westbound voyage of the ship in August and had to be removed from the ship to a hospital in an ambulance. For the past month he has been convalescing at his home in New York and is now fully recovered.

AT YOUR SERVICE



There is no unit of the staff of the United States liner *Washington* that takes greater pride in the efficiency of its service than the corps of 14 smartly uniformed bell hops. They travel many miles a day, and in the performance of their various duties they act as messengers, deliver and collect radiograms, assist the stewards and run the elevators—all with the most cheerful alacrity.

SOME HINTS FOR HOLIDAY CRUISE PHOTOGRAPHERS

PHOTOGRAPHY on board a liner can produce many interesting mementoes if care is taken to observe a few main points. The best pictures are perhaps obtained when entering or leaving a port. At these times one can often photograph scenes from angles which are impossible from the land. When taking such pictures it is not wise to rest the camera on the ship's rail, as the slightest amount of vibration will be sufficient to cause a blurred image.

When the boat has left port, but is still near the land, the novice is sometimes tempted to try to photograph large panoramic views. These efforts generally result in disappointment, as such scenes, though probably impressive to the eye, look very far distant when they appear on a small photographic print.

This is the time, however, when other shipping may pass fairly close, and a look-out should be kept for any interesting or unusual vessels.

Care should be taken with regard to the length of exposures. At sea the photographic value of the light is much greater than on land and there is therefore a danger of over-exposure occurring. Consequently, exposures may be made shorter than usual, and this is perhaps best achieved by using a smaller lens stop rather than a faster speed. Greater detail should be obtained by this means, though it is not advisable to use a slower speed than 1/25 second owing to the motion of the vessel.

The voyage commenced in earnest, there are many subjects awaiting the attention of the would-be snapshotter. Among these are the deck games and sports, the deck swimming pool, members of the crew at work, and a hundred and one things not met with in everyday life.

Opportunities may present themselves suddenly for unique pictures. Such occasions generally demand quick action, and it is therefore a good plan always to leave your camera set at 1/25 second and F/11 whenever it is put aside.

Always remember that damp is the enemy of a camera and that salt spray should never be allowed to fall upon the lens as it is liable to leave a deposit on drying.

Finally, always study your subject well before exposing. View it from varying angles and in different lightings. Watch the shadows carefully—they may make or mar the result. Make sure, however, that your own shadow is kept out of the picture.

L. E. Brown, in the *White Star Magazine*

OLYMPIC RETURNS TO SERVICE AFTER BRIEF WINTER OVERHAUL

THE White star liner *Olympic* arrived at New York on December 20 from Southampton and Cherbourg after her annual winter overhaul during which extensive renovations and redecorations were made.

The dining saloon in tourist class (formerly second class) was repainted in pastel shades and furnished with new chairs and small tables seating two, four or six passengers.

Last winter the first class sections of the *Olympic* were entirely overhauled. Many staterooms were remodelled and all the vestibules and companionways done over in a new color scheme.

This famous White Star liner has many unique features including an a la carte restaurant, cafe Parisien, Turkish baths and swimming pool, and because she has always been kept up-to-date with annual improvements, remains one of the finest ships in the de luxe Atlantic service.

Tourists from every land flock to Siena on July 2 and August 16 to witness the famous Palio races, which have been held every year since 1659—one of the most spectacular races in the world.



THE OCEAN FERRY



SEA POSTOFFICES RENDER AN IMPORTANT SERVICE



A VIEW OF THE POSTOFFICE ON THE MANHATTAN
Clerks sorting the huge holiday mail that arrived on the *Manhattan* recently. By the time the liner reaches Quarantine New York City mail is sorted for the 48 substations and mail for the rest of the country is sorted so that it can be dispatched without going through the New York office.

THE history of the United States sea post service is closely identified with that of the International Mercantile Marine Company, and with the development of its American flag services. The connection began with the inauguration of the New York-Cherbourg-Southampton express service forty years ago with the steamers *New York* and *Paris*, later renamed *Philadelphia*, of the American Line.

Since February 1893 sea post offices have been carried on steamers of the associated lines of the International Mercantile Marine Co. with but one interruption. The service was suspended in 1917, upon America's entry into the world war, and it was not revived until 1923. But during the 36 years of its successful operation the sea post has been important among the facilities furnished to the general public on both sides of the Atlantic and to passengers on the steamers of the American Line, the Atlantic Transport Line and the United States Lines.

Staffs of from four to six experienced governmental postal clerks now travel on all voyages of the *Washington* and *Manhattan*. The duties of the sea post clerks keep them busy every day at sea.

Passengers on incoming United States liners have frequently noticed the alacrity with which the mailboats draw alongside at Quarantine ready to start the work of transferring the hundreds and hundreds of sacks at the first splash of the liners' huge "hook."

This mail is received in a "fully worked" condition. This means that the mail for New York City, for example, which is considerable, had been opened on board and sorted for the 48 sub-stations of the city. This speeds up delivery so much that letters are often in the hands of those to whom they are addressed three or four hours after the ship has docked.

Mail for outlying places comes aboard in Europe in sacks marked "New York Distribution." This also is fully worked and it comes ashore already sorted for despatch inland without having to go through the New York City post office. Letters which have been dealt with thus are often speeding along by fast train before the passengers are waving to their friends on the pier.

In addition, there is a postal service furnished to passengers and crew on board. Letters are cleared from mailboxes regularly and sorted and cancelled with the steamer's own postmark. Often over \$500 worth of postage stamps is sold on a single voyage. On eastbound voyages the mail destined back to the United States is placed ashore where the most speedy connection will be made. European mail is landed at Queenstown, Plymouth, Havre and Hamburg as may be most advantageous to its quick delivery. The German mail is distributed by the sea post clerks to the railroad post offices and city stations on arrival. Often on each voyage of the *Manhattan* and *Washington* there are large quantities of letters from philatelists for

cancellation on board and this feature has assumed such proportions that it was necessary to install electric stamping machines.

In the case of a new liner entering service, this mail reaches huge proportions. On the occasion of the maiden voyages of the *Manhattan* in August 1932, and the *Washington* in May 1933, the post office department issued special cachets to commemorate them. Over 75,000 letters were received for each sailing. All of these had to be stamped with both the cachet and the steamer's cancellation stamp, which meant a great deal of additional work.

While these men are working on board, they are fully armed at all times, and in the case of valuable mail, the handling is done in a special screened compartment. At other times, it is kept in a strong room.

If John Wanamaker, postmaster general in the early nineties, who was responsible for the establishment of the sea post, could have seen the *Washington's* Christmas mail when she sailed for Europe on December 15, he might have regarded with pardonable pride the proportions to which his new service had grown in 40 years. Since the volume of mail reflects general business conditions, the *Washington's* mail was not a record one, but 15,129 sacks is a substantial consignment even when compared with the record of 26,532 carried by the United States liner *Washington* in 1929, or the second largest mail, 24,000 carried by the *Minnehaha* of the American Line in 1923.

The offices of the mail clerks have naturally improved greatly since the time of the *New York* and *Philadelphia*. Those on the *Manhattan* and *Washington* are the largest and finest afloat. They are located on E deck forward, near the swimming pools, and are seventy-two feet long and average about 28 feet wide. In these rooms are tables, racks for bags, and deep bins with shelving bottoms. The clerks themselves rate as first class passengers, in regard to meals and accommodation.

Book Note

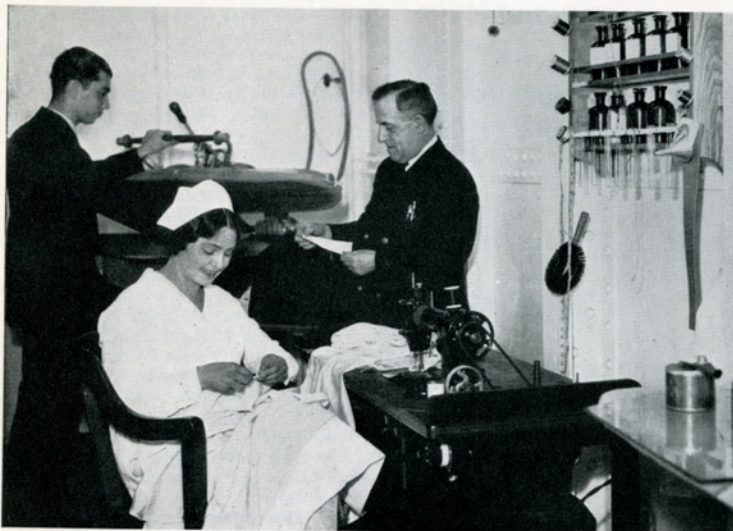
Readers who have followed Jan and Cora Gordon delightedly through half a dozen countries will welcome their new book, "We Explore London," just published by Robert McBride and Company. For all its title, it is not a travel book in the usual meaning of the term, for this time the itinerant Gordons have returned to their native London after twenty years abroad to settle down to housekeeping.

Their explorations, often in line of domestic duty, are concerned with such unorthodox excursions as visits to the Caledonian market for bargains in housewares and furniture. But since their major interest in life is always the human animal, an excursion of theirs adds to their entertaining gallery of London types. Then through their extremely conversational relations with chance acquaintances and those who serve them we come to know Mrs. Arris, the charwoman, the engaging Young Man from the Electricity who played the French horn, the telephone man who knew about pictures, and the gas man whose daughter was such a deep reader that "Haitech G. Wells was simply shellin' peas to her."

Jan writes and Cora sketches, everywhere and anywhere but principally in Hyde Park of a Sunday, and between them you understand something of the real London, not tourist London, and you want to know more. It is safe to say that you would see twice as much in a day's ramble about this vast and teeming capital after an introduction by the Gordons. They teach you how to go about it.



THE OCEAN FERRY



THE WELL EQUIPPED TAILOR SHOP ON THE WASHINGTON

Pressing, cleaning and repairs are all quickly and skillfully done on shipboard. Bell hops are kept particularly busy between 5 and 7 every night calling for and returning evening gowns and dinner clothes that need the ministrations of the shop. A stewardess attends to any mending on the women's gowns. Left to right are shown Theodore Spitzer, assistant tailor, at the press; Miss Mary Collins, stewardess, and David Segall, chief tailor

GOING SHOPPING AT SEA

(Continued from page 7)

somewhat fare better than the ladies, and this we must put down to the greater simplicity of their apparel, for it would be beyond even the legerdemain of these clever buyers to satisfy the demands of the ladies when it comes to wearing apparel. The field is too large.

But the men needn't worry if they failed to do their duty by Bond Street and the Burlington Arcade when they were in London. The little shops offer English and Scotch woollens, sweaters, caps, mufflers, golf hose, canes, pajamas, shirts and collars, Sox and ties, and all the small accessories at half the price of these things at home.

When an emergency arises, the ship keeper often becomes a conjurer. Once a well known American vaudeville comedienne and her husband arrived at the pier to sail on the *Georgic* only to find that her entire baggage, shipped from a distant city, had not arrived. There was no time to go shopping in New York and she had to sail to keep an engagement in London. She went shopping as soon as the *Georgic* had sailed and what she couldn't find among the feminine accessories she bought on the masculine side of the house and did herself very well between the two.

Ingenuity plays a part in the business of shop keeping on a passenger liner. Once the *Majestic* shop was called upon for a blanket for a small dog. They hadn't one in stock, but the two ingenious shop assistants devised one from a hot water bottle cover, by cutting four holes for the

legs. It worked perfectly. The passenger was delighted. As to how the little dog liked it, there is no evidence.

Birthday parties and other private celebrations on board ship bring customers for gifts and favors. Often the gifts are strongly on the comedy side and the shop keeper is enlisted to wrap these little pleasantries in inappropriately large boxes, reams of tissue paper and yards of ribbon and deliver them in the dining saloon at the psychological moment.

Costume parties also cause a bargain day rush at the shop for such things as colored paper and masks, particularly on the cruises, and the shop assistants enter into the spirit of the occasion and help to improvise costumes. Usually the barber's services also are in great demand as makeup man. Some of them are real artists at it and in ten minutes will turn a dignified banker into a fierce and swash-buckling pirate or a certified public accountant into an old salt. The ladies seem to be pretty adept at making themselves up.

Not only do these shipboard stores set a high standard in the matter of the quality and variety of their wares, but also in the appearance they present to the passers-by along this unique shopping thoroughfare.

The new novelty shop and the men's shop that were installed on the White Star liner *Olympic* several years ago always attract comment on the charm of their small paned bow front windows, copied after the shops of 17th Century England. The *Georgic* and *Britannic* shops each have two corner windows on either side of the elevators in B deck foyer and also attract-

ive show cases on A deck for the display of special gift merchandise.

On the newest United States liner, the *Washington*, the novelty and smoke shops are conveniently located on the indoor promenade that connects the beautiful public rooms of the promenade deck. On the Panama Pacific Line the shops are specially stocked to cater to travelers on a two week voyage in semi-tropical waters.

Shopping on shipboard is by no means confined to these little department stores. There are well equipped hair dressing shops, where the intangible but important stock in trade is charm; barber shops, smoke shops and tailor shops, where repairs and rejuvenation of garments are done with promptness and skill.

One novelty shop keeper remarked, in discussing the inventory, that to have all of the things that were demanded at one time or another, would require a second ship towed behind. As a matter of fact they really perform miracles in the matter of producing what is wanted. They couldn't do much better if they had top hats from which to conjure things as a magician produces white rabbits.

SOME EVENTS IN EUROPE OF INTEREST TO VISITORS

FEBRUARY

56th Annual Kings Carnival at Nice—parades, masked balls, giant floats, battle of flowers, closing with the burning of "The King" on the 14th

Day of St. Mary of the Candle, Poland. A candle is placed in every home, bells ring and hymns chanted, February 2

Tennis tournaments, Bordighera, Italy, February 3, 25, 28

Festival of St. Agatha, Catania, Sicily. Her veil is thought to stay the eruption of Mt. Etna

Rugby football match at Dublin, Ireland vs. England, 10th

Carnival at Binche, Belgium, until Shrove Tuesday—legendary masquerades

Carnivals at St. Remo, Viareggio and Abbazia, 12th—14th

"Tossing the Pancake" at Westminster School, Shrove Tuesday, February 13

Sail and motorboat regatta in the Gulf of Genoa, February 15—March 4

British Industries Fair, London, and Birmingham, February 19—March 2

Special performance of Mozart's "Die Entführung aus dem Serail" Amsterdam, by the Wagner Society, February 21-22

Rugby football, Scotland vs. Ireland, Edinburgh, February 24

MARCH

Pardon at St. Malo, Brittany, March 4

Spring Sample Fair, Leipzig, March 4-10

Student's Fete, Pisa, Italy, March 5-10

"Blessing of the motor cars" in the Piazza near the Colosseum, Rome, March 9

Rugby football, Wales vs. Ireland, Swansea, Wales, March 10

Spring Industries Fair, Utrecht, Holland, March 13-22

International Automobile Show, Geneva, March 16-25

Classic Rugby Football game, England vs. Scotland, Twickenham, March 17

Grand National Steeplechase, Aintree, near Liverpool, March 23

"Oranges and Lemons" festival at St. Clement's Church, London, old custom, March 31

One of the most charming and little known provinces in France is the Dordogne, particularly delightful for motoring and walking tours.

In Hamburg do not look for Hamburger steak. Go to Vienna and there alone you will find it at its best.



THE OCEAN FERRY



WHITE STAR SHIPS BRING STONE 3000 MILES FOR ROCK GARDENS



Weatherworn English stone, brought by the *Britannic* and *Georgic* last summer from Somersetshire and the Scottish border counties, form the foundation of this lovely formal garden atop the new British Empire Building in Rockefeller Center. It was designed by the well-known landscape architect, Ralph Hancock, whose specialty is rock gardens

YOU might think that in the 3,026,789 square miles that make up these United States, you could find about any old kind of stone you might want.

Not if you're a real rock garden expert, it seems. Anyway this extreme choosiness of rock gardeners in the matter of rocks happens to be very nice for the White Star Line's freight business.

Ever since America took to rock gardening a few years ago with the intensity that is one of our conspicuous national traits, White Star steamers from Liverpool have brought in thousands of tons of English stones for American gardens.

One man alone is responsible for a large proportion of this cargo. He is Ralph Hancock, who, in three years since he came to America to create rock gardens after the pattern of the ones for which England is famous, has beautified many American estates with this particularly lovely type of garden.

But he can't do it without the weatherworn English stone, he explains, because of its rich coloring for one thing, and for the porosity which the climate develops in the native stone.

Limestone he must have because it is necessary to the small Alpine plants which are the principal flora of these gardens.

The counties on the Scottish border supply the limestone used for the formal gardens. The richly colored, weathered stones come from Somersetshire, in southwestern England, in the vicinity of Bath.

Of the hundreds of rock gardens built by Mr. Hancock over English stones, perhaps none are destined to be so well known as his most recent achievements atop the beautiful British Empire Building in

Rockefeller Center, New York. Last August the *Georgic* and *Britannic* brought hundreds of tons of stones for these two gardens and already the stones of the dry walls that flank its paths and pool look as if they had been there many years, such is the color and patina of this English stone.

Many more hundreds of tons of stones will be brought by these same steamers from Liverpool in the next few months to complete five more rock gardens designed by Mr. Hancock for other buildings in the Rockefeller Center group, each of them almost an acre in area.

The British Empire Building, which is at the Fifth Avenue and Fiftieth Street corner of the impressive Rockefeller Center group, will house many well known British firms. The Travel Association of Great Britain and Ireland, which is headed by T. Atherton Dixon, is already located there.

WINE ROOMS ON AMERICAN SHIPS NOW WELL STOCKED

THE weeks prior to the ratification of the 20th amendment by the 36th State were busy ones for the victualling department of the International Mercantile Marine-Roosevelt Steamship Company, for to this staff fell the work of making ready for serving the hundreds of wines and liquors that would once again become legal merchandise on United States territory. The tremendous task of ordering supplies of fine vintage wines, aged whiskies, brandies and liquors and preparing wine lists was rushed so that steamers of the United States, American Merchant and Panama Pacific Lines, all American flag vessels, would be equipped to meet the repeal demands of passengers.

The new wine lists include 62 kinds of wine, 14 varieties of champagne and some 20 different liquors in addition to a wide choice of whiskies, brandies, mixed drinks, ale and beer.

Expert attention has been given to the quality of liquors so that the list is well calculated to satisfy the most discriminating travelers, and prices are reasonable.

Champagnes will range in price from \$5.50 a bottle for 15-year-old Heidsieck to \$3.00 for Royal Chardon; wines vary from \$4.50 for the rare Chateau Yquem to Medoc at 90 cents and 1932 Durkheimer at 60 cents a bottle. A vintage Chablis, one of the most popular of the white burgundies, is \$1.50 a bottle.

The wine list includes 5 sparkling Burgundies and 10 still Burgundies, white and red; 14 Bordeaux, white and red; 9 Rhine wines; 8 Moselles; 10 dessert wines and a number of Italian wines.

Cognacs are listed at 20 and 25 cents a liqueur glass, except one 80-year-old Courvoisier Napoleon brandy which is 35 cents. Whisky, gin and other spirits range from 15 to 25 cents a glass, and liqueurs 20 to 30 cents.

There are 40 varieties of mixed drinks and cocktails from 25 to 40 cents. Champagne cocktails cost \$1.00.

S'OWL RIGHT, HE SAYS



Queena Mario, soprano of the Metropolitan Opera Company is shown holding an owl which flew on board the United States liner *Manhattan* off the Grand Banks on her November voyage westbound. The owl was found exhausted and fluttering on the top deck by Mrs. Florence Garson, of St. George, Staten Island, who took the bird home with her for a pet. A beautiful specimen, with white plumage and brown speckled wings, he seemed to be perfectly at home on board and was very sociable

AUSTRIA ATTRACTS MANY VISITORS IN WINTER SEASON

Americans who go to the Austrian Alps this winter will find it easy on the exchequer. Full pension, which means in Austria five meals a day, can be had in any winter resort for \$1.40 a day at the current rate of exchange. In the first class hotels full pension costs about \$3.00 a day. Ski courses cost about \$4.00 a week. All-instructors must pass a rigid examination and be licensed by the Government.

The Austrian Government has also issued winter tourist tickets, exempting the holder from the Austrian visa and allowing him far reaching reductions. They are good from January to the end of March and entitle the holder when traveling at least 95 miles over lines of the Federal Railways, and staying seven days or longer within the Austrian border, to a 50 percent reduction on their return trip to any frontier station. The homebound trip can be a complete circular trip through all Austria. The fares on various side trips, cable railways, automobiles, entrance fees to museums and art collections are greatly reduced, as well as fees for skiing instruction, for holders of these tickets.

Austria's winter season attracts almost as many tourists as the summer months. As soon as snow descends on the Alps an army of winter sports enthusiasts from all parts of the world gather. Every hotel and mountain hut has ample facilities for sunbathing in winter, and the temperature in the sunshine registers 70° to 80°.

Important wintersport events in Austria this year include championship figure skating, curling, hockey, skiing, tobogganing and ski-jumping at Innsbruck, January 20-28; ski-jumping and racing by pupils of the Hannes Schneider Ski School at Anton in the Austrian Tyrol, January 7-May 6; International Ski-jumping contest, Kitzbuehel, January 30; Austrian ski championship, Mallnitz, February 2-4; Ski-jumping on the Semmering, February 11.

Changes in Baltimore Service

The sailing schedule of the Baltimore Mail Line has been altered to provide fortnightly service between Baltimore and Bremen in addition to the regular weekly service of the line from Baltimore and Norfolk to Havre and Hamburg. Under the new plan every other ship will call at Bremen westbound.

An irregular service from Bremen was inaugurated about a year ago, with two of the five steamers. The decision to establish a regular service is due to the favorable response of exporters and importers to this arrangement.

Another change in the schedule affects the day of departure of Baltimore Mail steamers from European ports. Hereafter they will sail from the German port on Saturday night instead of Friday and from Havre on Monday instead of Sunday.



THE OCEAN FERRY



TWO YANKEES FROM POLAND



JEAN AND JOAN COLLADAY

Although they are three years old, these engaging twin daughters of Montgomery Colladay of the United States consular service had never seen their native land until they arrived at Baltimore recently on the Baltimore mail liner City of Norfolk for a visit. They were born in Warsaw, where their father has been stationed

OLYMPIC SOCCER TEAM BEATS MAJESTIC FOR MARSHALL CUP

Teams from the White Star liners *Olympic* and *Majestic* fought it out at an Association football game at the Civil Service grounds at Southampton on November 23 which resulted in a decisive win for the *Olympic*. A cup donated by Mrs. William Marshall, widow of Commodore Marshall, who had commanded both steamers, was presented to the victorious team by Mrs. Michael Marshall, his daughter-in-law.

The *Majestic* was not able to put her best foot forward because of having to produce a scratch team at the last minute, but the *Olympics* center-half, Judd, was inactive during the latter part of the game because of a damaged shoulder. In spite of this however, the score at the finish showed a nine goal to nothing trouncing for the *Majestic*.

The line-up from the *Olympic* was Davis (goal); Ashley and Wallace (full backs); Holland, Judd and Wiltshire (half backs); Skeats (left wing); Crimble (inside left); Higgins (center forward); Tutt (inside right) and Halford (right wing). The scorers were Judd (1 goal), Tutt (2 goals), Skeats (2 goals) and Higgins (4 goals).

The *Majestic's* team was made up of Gray (goal); Harris and Dymond (full backs); Hibbert, McDaniel and Carpenter (half backs); Blinkhorn (left wing); Bartlett (inside left); Hingley (center forward); Wiltshire (inside right) and Towlson (right wing).

Shakespeare Festival Dates

The 1934 Shakespeare Festival at Stratford-on-Avon opens on April 16 and closes on September 15. The company is again under the direction of W. Bridges Adams. Evening performances will take place nightly at eight and matinees every Wednesday and Saturday. Many of the bard's famous plays will be given at the Memorial Theatre this year. Prices are 40 cents for unreserved seats and 95 cents, \$1.60, \$2.00 and \$2.45 for reserved seats which may be secured from W. H. Savery, general manager of the Stratford-on-Avon Festival Company, Kent House, 87 Regent Street, London, W.1. Full particulars may be secured from any travel agent.

BOUQUETS

A garland of good opinions from our friends

READER SAYS OCEAN FERRY "KEEPS US OUT OF THE RUT"

Editor, THE OCEAN FERRY: Kindly accept my thanks for keeping my name on the mailing list of THE OCEAN FERRY. The reading matter is most interesting and a splendid reminder of scenes we have known and want to see again or places we have always wanted to go. And your caricatures are always delightful. Altogether, THE OCEAN FERRY will not let us remain on land very long at a time and we sometimes need just this little encouragement to keep us out of the rut, to keep our minds alert and bodies young.

T. LESLIE CULLOM

IDEAL TRAVEL COMFORT ON BALTIMORE MAIL STEAMERS

Department of Justice
Washington, D.C.

Baltimore Mail Steamship Co.
Gentlemen: During the past summer I was a passenger from Baltimore to Hamburg, Germany, on your beautiful steamship, City of Hamburg; and I cannot refrain from volunteering an expression of abiding satisfaction from that restful, health-building holiday on the sea.

The reputed expensiveness of travel on the large, deluxe, ocean-going vessels had always discouraged me from attempting a trip abroad. However, when I found that a round-trip could be made on any one of your five floating palaces, for less than \$200, affording ocean-travel amid homelike surroundings of spotless cleanliness, where all passengers are "first-class," the temptation was irresistible.

Considering the courteous attention uniformly accorded travelers by your ships' officers and men, it is no wonder that even in these trying times, every available inch of passenger-space was occupied. Among the passengers were cultivated people from many parts of the world, and all were emphatic in their praise of the splendid accommodations. Everything aboard was tasteful and inviting, even to the melodious chimes which awakened us after nights of perfect rest, and summoned us to meals of the finest foods obtainable.

WALTON HOOD GRANT

"BEAUTY AND SEAWORTHINESS"

Managers, United States Lines
1 Broadway, New York

Dear Sirs: During the past thirty years I have made forty Atlantic crossings, always on ships of a certain well known line.

Being compelled to go to America last week on short notice, I found the *Manhattan* to be the only sailing available, and so I took passage on her.

The beauty and seaworthiness of the ship; the unfailing and always courteous attentions of her personnel; the excellence of the food and service; the low cost of the passage—all have been a revelation to me.

LOOMIS C. JOHNSON
27, Rue des Vignes, Paris, France.

MEN OF MARK



FRED BIRD, G. P. A.

Don't be beguiled by the wide-eyed ingenuousness of his expression into trying to put anything over on Fred Bird, who directs the destinies of the passenger department of the Panama Pacific Line. Like the hardboiled windjamming skipper "he has squeezed more salt water out of his mittens than a lot of us will ever sail over." He has the rare gift of being a hardheaded business man and looking cheerful and carefree the while. Whenever we find we are taking ourselves too seriously we go to him and have him laugh us out of it. Then, relieved of the burden of our imagined cares we go and get a lot of real work done

B. I. F. FEB. 19—MARCH 2 TO BE BIGGER THAN EVER THIS YEAR

From small beginnings in 1915, when it was started as an aid to a limited group of British Industries that grew up during the world war emergency, the British Industries Fair, which will be held this year from February 19 to March 2, has become the largest national trade exhibition in the world. As such it attracts thousands of buyers annually from all over the world and a particularly large representation from America.

Although the 1934 fair is not scheduled to open until late in February, the organizers have already received application for more than 85% of the space occupied by exhibitions in the various London sections of the fair last year. In the Birmingham section for heavy industries advance bookings are so far ahead of any other year that the space has been greatly enlarged.

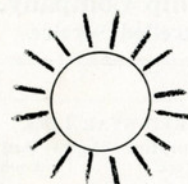
One of the largest and most important exhibits is the textile section, housed separately in the White City, but exhibits cover almost the entire range of British and British colonial manufacturers.

Products for which Great Britain has long been famous in every country of the world for centuries will be shown in their 1934 adaptations. Staffordshire pottery, glassware, leather goods and sports wear, novelties and gift wares, furniture and household articles. Creative vitality, producing a succession of new designs and adaptations each year makes the exhibits of these goods of outstanding interest to buyers.

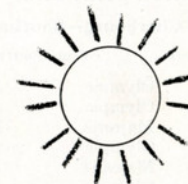
The peculiar needs of overseas markets are studied closely. Much research has been done in developing materials suitable for varying climatic conditions and impervious to deterioration in transit and storage, and considerable progress has been made in recent years.

Free passport visas good for three months will be granted to American buyers this year, as in the past.

Convenient sailings from New York for Americans going over for the fair are the *Olympic* and *Westernland* for Southampton and the *American Banker*, for London February 9, and the new United States liner *Washington* on February 15, for Plymouth.



...Your Sun Bath
is Ready . . . Sir!



WEST INDIES cruises on the huge new GEORGIC

Here's just the cruise to suit every plan . . . for those who have only a few days away, or a few weeks. The magnificent GEORGIC, England's largest motor liner, is ideally suited for cruising . . . big, beautiful, new throughout.

Lincoln's Birthday Week-end

\$45 (up)

Sail Friday, Feb. 9
Return Tuesday, Feb. 13

Feb. 14..15 Days

\$192.50 (up)

To St. Thomas,
Cartagena, Panama
Canal, Kingston,
Nassau.

Mar. 3..18 Days

\$225 (up)

To St. Thomas,
Martinique, Trinidad,
Cartagena, Curacao,
Panama Canal,
Kingston, Nassau.

Apply to your local agent. His services are free.

WHITE STAR LINE

International Mercantile Marine Co.—No. 1 Broadway, New York—Telephone DIgby 4-5800





THE OCEAN FERRY



International Mercantile Marine Company—Roosevelt Steamship Company, Inc.
117 Ships, more than 1,000,000 Tons. Regular, Frequent, Unexcelled Service

PASSENGER SAILINGS

WHITE STAR LINE

New York—Cherbourg—Southampton

| From New York | | From Southampton |
|---------------|----------|------------------|
| Jan. 19 | Olympic | Jan. 10 |
| Feb. 9 | Olympic | Jan. 31 |
| Feb. 23 | Majestic | Feb. 14 |
| Mar. 2 | Olympic | Feb. 21 |
| Mar. 16 | Majestic | Mar. 7 |
| Mar. 29 | Olympic | Mar. 21 |
| April 13 | Majestic | April 4 |
| April 27 | Olympic | April 18 |
| May 4 | Majestic | April 25 |

New York—Cobh—Liverpool

| From New York | | From Liverpool |
|---------------|-----------|----------------|
| Jan. 12*† | Britannic | |
| Jan. 26*†† | Adriatic | †Jan. 13 |
| | Georgic | Jan. 27 |
| Feb. 23*†† | Adriatic | †Feb. 10 |
| Mar. 9*†† | Laurentic | ††Feb. 24 |
| Mar. 23* | Georgic | |
| April 6* | Britannic | †Mar. 24 |
| April 20* | Georgic | *April 7 |
| May 5* | Britannic | *April 21 |
| May 19* | Georgic | *May 5 |
| June 2* | Britannic | *May 19 |
| June 16* | Georgic | *June 2 |
| June 30* | Britannic | *June 16 |

NOTE: The *Britannic* and *Georgic* call at Boston both eastbound and westbound.

*Via Galway.
†Via Halifax.
††Via Boston.

CRUISES FROM FOREIGN PORTS

Southampton to Canary Islands, West Indies, South America and Madra (40 days).

Homeria.....Jan. 27

Liverpool to Egypt, The Holy Land, Greece, Italy and Riviera (32 days).

Britannic.....Feb. 17

Liverpool to Dublin, Gibraltar, Civita Vecchia (for Rome), Palma and Ceuta (19 days).

Laurentic.....Mar. 23

Southampton to Corsica, Spain, Riviera and Algiers (14 days).

Homeria.....Mar. 24

Liverpool to Mediterranean, Riviera, Malta, North Africa and Portugal (17 days).

Adriatic.....Mar. 29

CRUISES FROM NEW YORK

| | | |
|--------------|-------------------|-----------|
| Georgic | Bermuda | *Feb. 9 |
| Georgic | West Indies | †Feb. 14 |
| Georgic | West Indies | †Mar. 3 |
| Pennsylvania | Nassau and Havana | **Mar. 30 |

*3½ days †15 days ‡18 days **9 days

UNITED STATES LINES

AMERICAN MERCHANT LINES

New York—Plymouth—Havre—Hamburg

| From New York | | From Hamburg |
|---------------|---------------------|--------------|
| Jan. 3 | Manhattan | Jan. 17 |
| Jan. 10 | President Roosevelt | Jan. 24 |
| Jan. 17 | Washington (New) | Jan. 31 |
| Jan. 24 | President Harding | Feb. 7 |
| Jan. 31 | Manhattan | Feb. 14 |
| Feb. 7 | President Roosevelt | Feb. 21 |
| Feb. 15 | Washington (New) | Feb. 28 |
| Feb. 21 | President Harding | Mar. 7 |
| Feb. 28 | Manhattan | Mar. 14 |
| Mar. 7 | President Roosevelt | Mar. 21 |
| Mar. 14 | Washington (New) | Mar. 28 |
| Mar. 21 | President Harding | April 4 |
| Mar. 28 | Manhattan | April 11 |
| April 4 | President Roosevelt | April 18 |
| April 11 | Washington (New) | April 25 |
| April 18 | President Harding | May 2 |
| April 25 | Manhattan | May 9 |
| May 2 | President Roosevelt | May 16 |
| May 9 | Washington | May 23 |
| May 16 | President Harding | May 30 |
| May 23 | Manhattan | June 6 |

NOTE: Steamers call eastbound at Cobh, Plymouth and Havre, and westbound at Southampton, Havre and Cobh.

New York—London

| From New York | | From London |
|---------------|-------------------|-------------|
| | American Trader | Jan. 12 |
| Jan. 5 | American Merchant | Jan. 19 |
| Jan. 12 | American Banker | Jan. 26 |
| Jan. 19 | American Farmer | Feb. 2 |
| Jan. 26 | American Trader | Feb. 9 |
| Feb. 2 | American Merchant | Feb. 16 |
| Feb. 9 | American Banker | Feb. 23 |
| Feb. 16 | American Farmer | Mar. 2 |
| Feb. 23 | American Trader | Mar. 9 |
| Mar. 2 | American Merchant | Mar. 16 |
| Mar. 9 | American Banker | Mar. 23 |
| Mar. 16 | American Farmer | Mar. 29 |
| Mar. 23 | American Trader | April 6 |
| Mar. 30 | American Merchant | April 13 |
| April 6 | American Banker | April 20 |
| April 13 | American Farmer | April 27 |
| April 20 | American Trader | May 4 |
| April 27 | American Merchant | May 11 |
| May 4 | American Banker | May 18 |
| May 11 | American Farmer | May 25 |
| May 18 | American Trader | June 1 |

AMERICAN PIONEER LINE

New York to Karachi, Bombay, Colombo, Madras and Calcutta (via Suez Canal).

M. S. Jeff Davis.....Jan. 30

New York to Brisbane, Sydney, Melbourne, Adelaide and Fremantle (via Panama Canal).

M. S. City of Rayville.....Feb. 20

RED STAR LINE

Southampton—Havre—Antwerp

| From New York | | From Antwerp |
|---------------|-------------|--------------|
| Jan. 26† | Pennland | †Jan. 12 |
| Feb. 9† | Westernland | †Jan. 26 |
| Feb. 23† | Pennland | †Feb. 9 |
| Mar. 9† | Westernland | †Feb. 23 |
| Mar. 23† | Pennland | †Mar. 9 |
| April 6† | Westernland | †Mar. 23 |
| April 27 | Minnetonka | April 13 |
| May 4† | Westernland | †April 20 |

The *Pennland* and *Westernland* carry tourist and third class.
The *Minnewaska* and *Minnetonka* carry tourist class only.
†Via Halifax.

PANAMA PACIFIC LINE

New York—San Francisco

Via Panama Canal

| From New York | | From San Francisco |
|---------------|--------------|--------------------|
| | Pennsylvania | Jan. 13 |
| Jan. 6 | California | Jan. 27 |
| Jan. 20 | Virginia | Feb. 10 |
| Feb. 3 | Pennsylvania | Feb. 24 |
| Feb. 17 | California | Mar. 10 |
| Mar. 3 | Virginia | Mar. 24 |
| Mar. 31 | California | April 21 |
| April 14 | Virginia | May 5 |
| April 28 | Pennsylvania | May 19 |
| May 12 | California | June 2 |
| May 26 | Virginia | June 16 |
| June 9 | Pennsylvania | June 30 |

NOTE: Steamers call at Havana, Cristobal, Balboa, San Diego and Los Angeles, westbound; Los Angeles, Balboa and Havana, eastbound.

BALTIMORE MAIL LINE

Baltimore—Norfolk—Havre Bremen—Hamburg

| From Baltimore | | From Germany |
|----------------|----------------------|--------------|
| | City of Baltimore | †Jan. 13 |
| Jan. 3 | City of Newport News | *Jan. 20 |
| Jan. 10 | City of Norfolk | †Jan. 27 |
| Jan. 17 | City of Havre | *Feb. 3 |
| Jan. 24 | City of Hamburg | †Feb. 10 |
| Jan. 31 | City of Baltimore | *Feb. 17 |
| Feb. 7 | City of Newport News | †Feb. 24 |
| Feb. 14 | City of Norfolk | *Mar. 3 |
| Feb. 21 | City of Havre | †Mar. 10 |
| Feb. 28 | City of Hamburg | *Mar. 17 |
| Mar. 7 | City of Baltimore | †Mar. 24 |
| Mar. 14 | City of Newport News | *Mar. 31 |
| Mar. 28 | City of Norfolk | †April 14 |

*Embarks passengers at Hamburg.

†Embarks passengers at Bremen.

STATES STEAMSHIP LINES

Portland—Orient—San Francisco

| From Portland | | From Manila |
|---------------|------------------|-------------|
| Jan. 17 | General Pershing | Feb. 15 |
| Feb. 7 | General Sherman | Mar. 8 |
| Feb. 28 | General Lee | Mar. 29 |
| Mar. 21 | General Pershing | April 19 |