

THE OCEAN FERRY



Siamese Dancers

JUNE 1930

THE OCEAN FERRY

PUBLISHED MONTHLY BY THE

INTERNATIONAL MERCANTILE MARINE COMPANY

FOR THE

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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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VOL. IX

NEW YORK, JUNE, 1930

No. 9

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RIISING IN ISOLATED SPLENDOR FROM THE PLAIN

One of the strangest and most impressive monuments of France is the great fortification, crowned by the magnificent abbey of Mont St. Michel, that rises from a pinnacle of rock in a vast tide-washed plain half a mile from the Normandy coast near Pontorson. The abbey was founded by the Benedictines in 708 and was for centuries a great shrine. The present structure dates from the 11th century, and con-

sists of a Norman church, several minor buildings, splendid cloisters, refectory and other adjacent halls and buildings. Most of the thousands of travelers who go to Mont St. Michel time the visit so that they can watch from the ramparts the unforgettable sight of the 48-foot tide rushing in from the bay over the vast plain, with a thunder that can be heard while the tide is yet miles away



"What! No pent house!"

Courtesy of Life Publishing Company

It is probably our own fault that the lady in the cartoon reprinted here is incredulous. She has been so used to having all the luxuries of life ashore included in the price of a first class steamship ticket that she is naturally surprised that we haven't introduced that latest elegance, the pent house, too. And just when we were congratulating ourselves that we had thought of everything!

OUR COVER

THE striking photograph which forms our cover design this month was made during an entertainment for world cruise passengers from the *Belgenland* during their stay in Bangkok this year. The performance took place at the Phya Thia Hotel, which was once a royal palace and was given by the king of Siam for use as a hotel to encourage tourists to visit the country. The dancers are the royal entertainers, who live within the palace grounds and are educated by the monarch, and they are the finest artists in the country.

The dances, which have a strange and fascinating grace, are traditional, and religious in significance, and portray old legends. They are many centuries old. The pointed head-dresses worn by the

girls are miniature copies of the *prachedi*, or temple of Buddha, and the costumes are brilliant with color and dazzling with cloth of gold.

The dancers perform to music that has been handed down by ear from generation to generation and unlike much of the music of the Orient, is very pleasant to the Western ear. The instruments are various types of drums, gongs and bells.

Land of the White Elephant

Bangkok, located on the Menam, the "Mother of All Waters," presents a varied scene. Palaces and hovels are side by side. The honk of the automobile and the cry of the rickshaw coolie mingle in the streets. One may see people of many nations—Chinese, Javanese, Japanese, Afghans, Burmese, Cambodians, Malays, and Klings. The Buddhist temples of Siam are extremely costly, the Temple of the Emerald Idol, for instance, having its lofty spire and all its woodwork covered with gold leaf.

LONDON'S FLOWERS

ANY American who has been fortunate enough to visit London in early spring is amazed and entranced at the profusion of flowers in the shops and on street carts, and their unbelievably low cost. It is almost impossible for one accustomed to the high prices at home to resist them and the traveler finds himself returning to his hotel time after time with armfuls of long-stemmed flaming red and yellow tulips for which he paid twelve cents a dozen, or else it is daffodils, narcissi, violets, mimosa,—until the chambermaid is put to it to supply vases for them all.

Flowers are always plentiful in England, whatever the season, for the Briton's devotion to his garden is traditional. Every tiniest bit of front yard is made to flourish like the green bay tree and a house without its patch of flowers is almost unknown even in the heart of the city.

But it is the spring flowers that suddenly appear in every last little flower-shop while London is still in the dark and chilly grip of February that seem like a miracle to the new-comer, until he learns the secret of the great city's sudden burgeoning. A midnight visit to any of the great London railway stations is well worth his while and explains everything, for part of the freight arriving nightly is composed of hundreds of tons of cut flowers on their way to the early morning markets.

These flowers come from the Scilly and Channel Islands, Penzance in Cornwall, England's Riviera, and from Holland and France. In some cases they have traveled hundreds of miles by sea and land.

The floral freight is of a highly perishable nature and is therefore conveyed by express passenger or "perishable" trains and special boats.

The season extends from January to Easter, and during the peak period in March and April over 100 tons, representing 6,000,000 blooms, arrive nightly at Covent Garden market alone.

The flowers, which consist chiefly of daffodils, narcissi, anemones, tulips, roses, violets and mimosa are picked while still in bud and carefully packed in wooden boxes, thus insuring their reaching the market in perfect condition.

During a normal season four to five thousand tons of cut flowers arrive from the continent, 3,000 tons from the Channel Islands, 1,700 from Spalding, and 1,100 tons from the Scilly Isles and Penzance district. These figures represent over 600,000,000 blooms. Hence London's early spring.

New Rome-Naples Express

One of the most notable improvements in Italian travel is the very fast trains between Rome and Naples on the new lines built last year. Arriving at the new station in Naples, one drives to his hotel up the new ocean boulevard, one of the world's greatest promenades.

BELGENLAND ENDS SIXTH ANNUAL WORLD TOUR

By WINFIELD M. THOMPSON, FIELD AGENT, INTERNATIONAL MERCANTILE MARINE COMPANY
Illustrated from Sketches by William C. Seabrook, of the Red Star Line Cruise Staff

HOME from her sixth consecutive annual voyage around the world, the Red Star liner *Belgenland* berthed at New York on May 1, exactly on time, after an absence of 132 days, and on the next day but one resumed her transatlantic service by sailing for Antwerp with a full list of American tourists.

With the completion of her sixth cruise, the *Belgenland* established a record that no other vessel has equalled. She had steamed more than 180,000 miles around the globe without departure from her pre-arranged schedules.

On her sixth cruise, as on the others, satisfied passengers praised the management of the Red Star Line for admirable service, and for programs carried out with a little more value given than had been promised. Captain William A. Morehouse and his staff also personally received many words of praise at the end of the cruise, and richly deserved them.

In a voyage so uniform in its excellence, one pauses a moment before writing of outstanding events.

Possibly the most astonishing thing about the cruise, to the passengers who had not made a world tour on the *Belgenland*, was the unvarying good weather. In a winter noted for its extremes in various parts of the world, the *Belgenland* did not encounter a single storm in her whole four and a half months' steaming. The passage of the Pacific was not as sunny as in some preceding years, but it was not rough enough to cause any discomfort.

Japan delighted us with unbroken sunshine for 11 days on end, with the one rainy evening of the cruise thrown in at Yokohama. The temperature in both Japan and China was much milder than we expected in winter.

Some Social Events

There were a few social events in the cruise worthy of special mention.

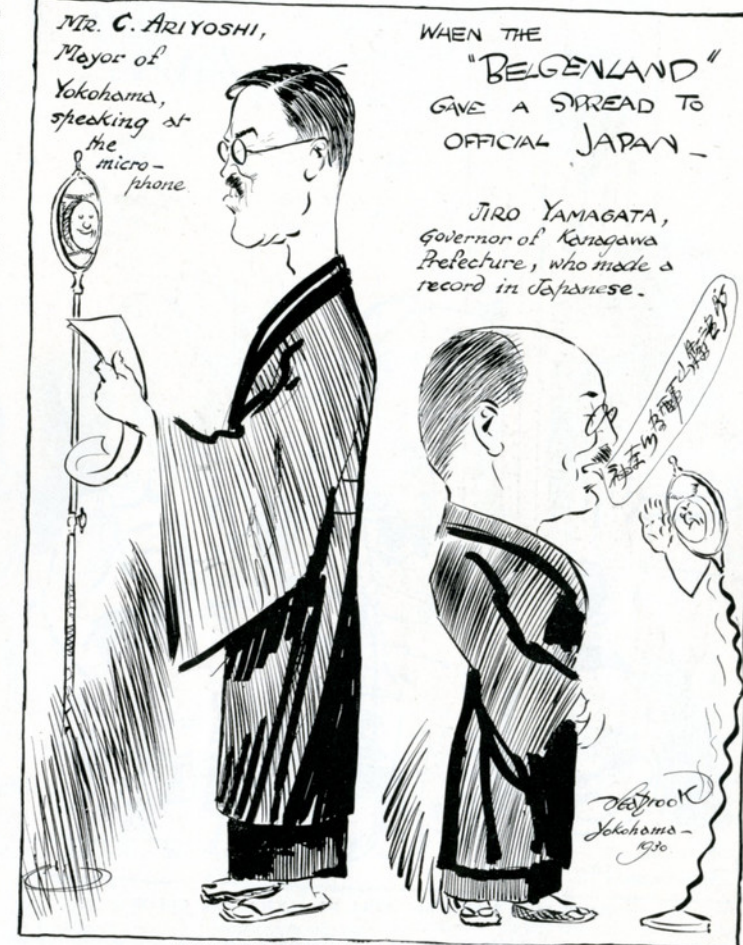
At Yokohama the governor of Kanagawa Province, which includes the city and its environs, Mr. Jiro Yamagata, and Mayor Ariyoshi of Yokohama, with a number of other officials, representing the city and imperial government, were guests of the Red Star Line cruise staff at an informal dinner.

By request they wore Japanese dress, and they heartily enjoyed the informal character of the event. After dinner, a surprise was furnished them in the recording of speeches on the Speak-o-phone. Both the governor and the mayor spoke eloquently, one in English, the other in Japanese, and on hearing the records of their voices reproduced a few minutes later on the phonograph, they listened attentively and laughed heartily. The original records were presented to the guests

Mr. C. Ariyoshi,
Mayor of
Yokohama,
speaking at
the micro-
phone.

WHEN THE
"BELGENLAND"
GAVE A SPREAD TO
OFFICIAL JAPAN—

JIRO YAMAGATA,
Governor of Kanagawa
Prefecture, who made a
record in Japanese.



ELOQUENT OFFICIAL GUESTS AT YOKOHAMA

as souvenirs, and copies were kept by the staff.

The night following the dinner, a special geisha performance was given in the *Belgenland's* lounge, by a troupe of 16 performers chosen through the mayor's office. More than 350 cruise passengers attended. It was the first geisha performance ever given on a ship in Japan, and the event attracted widespread attention, in view of a controversy then in progress, due to the efforts of missionaries in Japan to prevent a delegation of geishas from going to Washington to dance at a cherry blossom festival there.

Another courtesy shown the *Belgenland* in Japan, was an official visit from the governor of the sacred island of Miyajima, and members of his official family,

to Captain Morehouse, while the ship lay off the island.

Cutting Out Plus Fours

The *Belgenland* was at Manila on the 22nd of February, which afforded the passengers contacts with the American colony at a time of special patriotic significance. Much interest was shown by the world travelers in an independence congress then being held in Manila, which was attended by Filipino delegates from various parts of the islands.

The next high light in the cruise came at Bangkok, where the King of Siam, though exceedingly cordial in welcoming the visitors through his ministers, advised the world travelers that hoseless women and men wearing plus fours could not be admitted to the royal palace or the



BATAVIA IS WARM BUT FULL OF ACTION AND COLOR

A Festival in India

All through the day of the Holi celebration, groups of Hindu men surge along with booming tom-tom drums and clashing cymbals, throwing their red powder or dye, and indulging in gestures and jokes that happily were lost on the travelers, for the Holi is the Hindu feast of Saturnalia, and is dedicated to love as well as to laughter and song.

Strangely stirring was the rhythmic undertone of that wild music, which went on steadily, without variation, until night

A Dance of Nymphs

But when these little maids saw themselves observed, they flitted into the shadows like fairies indeed, and disappeared, though not before they had left one indelible memory of the Holi festival with a group of travelers from the other side of the world.

No Very Hot Weather

Naples was visited on Good Friday, when, by Premier Mussolini's orders, all



BLIND STREET MUSICIAN, PEKING



AN ARTIST TRAVELER MAKES A FEW NOTES ON INDIA

The run across the Mediterranean to Gibraltar was made in perfect spring weather. At the Rock sixty passengers left for a tour of Spain, and to other continental countries. This was an unusually large number to disembark at

**FAMOUS ENGLISH GARDENS
TO BE OPEN TO THE PUBLIC**

AMERICAN visitors will be given an opportunity to see the beautiful gardens of many famous estates in England and Wales on specified days during the coming summer, through the courtesy of the owners. The small fee charged, generally 6d. (twelve cents) is for the benefit of the Queen's Institute and District Nursing.

The *Belgenland* is booked for her seventh world tour next winter, starting from New York.

The list for the year 1930, issued by the organization's headquarters, 58 Victoria Street, London, is headed by the announcement that the garden of the residence of the King and Queen at Sandringham will be open Wednesdays and Thursdays during the absence of the court.

Other notable gardens to be opened are those of the Marquess of Lansdowne, Warwick Deeping, Lloyd George, and Viscount Astor.

The Bells of Bruges

A friend of mine once said of the bells of Bruges: "In our trip through Belgium, the first day we spent in Bruges seems to be entirely given up to listening to the bells and the evening carillon concert. No matter what interesting thing we were doing or seeing or saying, at the first ring we were quiet. Next day the bells seemed to jangle on our nerves—we could not escape their continuous intrusion on our consciousness. The third day this irritating effect had passed, and we felt that we could not ever be happy without the bells, they seemed part of life and the awareness of their music gave a deep pleasure. Our visit was nearly over, and the thought that tomorrow we must go was unbearable to us. In the future, the bells will always call us back to Bruges." That is why we all go to Bruges again and again—the bells call us back. And that is why three days should be the very shortest time allowed for the first visit there.

Edwin Robert Petre.



EDITORIAL COMMENT

EUROPE LOOKS WESTWARD

THERE is probably no more consistently courted individual than the American tourist at the present time. Europe is more than ever determined that he shall be pleased, and each of the countries most frequented by travelers from this side is taking definite steps toward providing for his comfort and happiness.

France, in the practical manner of that nation, because of rumors of dissatisfaction over her restaurant taxes and hotel prices, has created a High Commissioner of Tourism to take charge of the affair and appointed M. Gaston Gerard to fill the post, a task at which he can hardly fail since he has been chosen for his "intelligence, amiability, enthusiasm, appreciation, devotion to duty, loyalty to his country, knowledge of foreign languages, familiarity with history, a feeling for architecture, a sense of values and an understanding of the tourist's yearning for the little things of his own land when abroad."

M. Gerard plans to look into all matters that affect the well being of the tourist in any way, and to help the visitor to find the treasures France has to offer in the way of historical monuments, cathedrals, art, chateaux and natural beauty.

Already we see results of his activities in the remission of the tax on tourists entering and leaving France, the repeal of the stamp tax on restaurant bills, and a cut of 13 percent in the tax on hotel bills. This will cost France much money in annual income, but she has wisely done it to hold her own with the tourist trade. That she will make it up in the increase in numbers of visitors seems assured.

Spain, too, is growing in popularity with American travelers and recently enlisted a spokesman-extraordinary in the person of her popular King Alfonso who appeared in talkies and told how much he would like to have tourists come to Spain, particularly commending to motorists the excellent roads with which, as a motoring enthusiast, he is well acquainted. This year sixty world-cruise tourists left the *Belgenland* at Gibraltar for a tour of Spain—six times the number that disembarked there last year.

Now Great Britain sends a welcome ambassador to America in the person of the genial and democratic Lord Derby, whose visit at the time of writing is receiving considerable notice in the American press and whose main object in visiting America is to further the plans of the newly organized British Foreign Travel

Association to attract American travelers to the British Isles.

Great Britain has never levied a tax of any kind on tourists, but the association believes that there are two important factors that place the country in an unfavorable light,—inadequate hotel accommodation in the larger cities and too primitive conditions in the country inns.

This unofficial ambassador purposes to find out what will do most toward encouraging the thousands of Americans who now travel only on the continent to include the British Isles in the itinerary, and to make recommendations to the association. In doing this he is "blessing him that gives and him that takes," for while Great Britain will benefit by the increase in tourist trade, the American traveler who has not seen these islands has missed a rich and memorable experience.

To tourists already familiar with the many charms of England and Scotland, it will be reassuring to know that Lord Derby and his associates, while they are anxious to improve the appointments of hotels and inns so as to conform to American standards of comfort, will sedulously preserve the historic taverns of the old coaching days, so that the charm of their antiquity will not be outwardly marred by these concessions to modernity.

"THE NEARLY FREE SEAS"

IN recent years there has come into frequent usage a new word, "intelligentsia," used to describe the growing class of mentally sophisticated younger writers and their following. With the new group there appeared new magazines to give expression to its views and philosophy. Some were serious-minded publications and some were in lighter vein.

What we are leading up to is that we suddenly began to realize that these magazines of the intelligentsia had "taken up" the cabin ship and also tourist third and were having a great deal to say about the new way to travel if you were very charming people but, alas, not wealthy. In other words, the intelligentsia were justifying the title by being quick to recognize a good thing when it came.

Under the extremely provocative title, "The Nearly Free Seas," the *New Yorker's* reporter, who writes of holidays and travel under the *nom de plume* Footloose, was the first to let off joyous whoops for the new discovery, thus—"Economizing at home is pretty boring

but economizing on a cabin ship is fun. More and more people . . . are discovering this." And because his description of a cabin ship is about the best we have ever seen couched in a few words, we quote it too: They are, he says, "arranged for people who like to sleep in beds, eat at small, well-appointed tables, walk wherever they please, and ring for what they want when they want it."

This same diligent and sagacious reporter had also been investigating tourist third class, and here a slight note of personal bitterness enters into his report, for he was born too soon, and went to college before the International Mercantile Marine Company had conceived the bright idea called tourist third. His feelings on beholding the changes that have been made in "college cabins" since his own early transatlantic days are quite moving, "the shock to our nervous system was great," he wails. "In our barbaric era, a France-bound undergraduate had to pick his way gingerly through the steerage in order to reach a lavatory where he could brush his teeth in salt water; there was a certain rough spirit of pioneering about it. Not so in these degenerate times. Hot running water in the stateroom, he has, the little softy! Eheu!"

Poor lad, now that affluence and middle age are upon him he must content himself with a first-class passage on a *de luxe* liner. Well, that's pretty nice, too!

THE WEST COUNTRY

THE addition of Galway as a monthly port of call for the White Star liners *Cedric* and *Baltic* in the New York-Queenstown-Liverpool service, adds one more convenient point of approach to a country that is attracting more visitors each year. This ancient and historic city that lies between the bay of Galway and Lough Corrib is the gateway to western Ireland and those counties whose very names spell romance—Clare, Mayo, Sligo, Roscommon, County Galway itself, and the wild and rugged district of Connemara—a region teeming with legend and history, with medieval ruins of castle, monastery and fortification.

Two hundred passengers stepped ashore at Galway from the *Baltic* on her first call in the new service this Spring, and heavy bookings to that port during the coming season indicate that it is an added convenience which White Star tourists and homegoing excursionists appreciate.



OBSERVED AND NOTED . . . By The Editor

DANKE SCHOEN!

A German youth of twenty arrived here last month on the Red Star liner *Westernland* and waited three hours for relatives who never came. Dejectedly he sat beside his luggage in the ship's lounge wondering why his kin had failed him. One by one, chatting merrily with family groups, his fellow voyagers left the ship and were swallowed up in America's biggest city. He had written of his coming. What had happened to the letter sent from Munich weeks ago? He spoke no English and his adventure into the city alone might be difficult.

Scrawled on a crumpled envelope and barely legible was an address in the Bronx. This he handed to Joe Myers of the International Mercantile Marine Company's baggage department, who had come to help him. The name of his relatives was a common one. There were hundreds of this name in the city. Ten calls on the telephone availed Joe nothing.

"Come along," said the baggage man, "we'll see what we can do." Up to the Bronx they journeyed by taxi. Something was wrong with the house number. Joe tried four combinations of the figures and at last got a clew. A family of the name they sought had lived there, but had moved two months before. Two butcher shops, four grocers, two drug stores and the branch post office were visited before the baggage man got a new address. The information was hazy and the place about a mile away, but Joe was willing to try. No one at home. A half-hour wait. Presently a woman arrived. She was not a relative but recalled that cousins of her husband were expecting someone from the old country.

They lived in Mount Vernon. She would phone. Yes. They were the relatives and would drive down at once.

It was now night—Joe Myers had been searching in the Bronx just six hours. Another hour, and the relatives arrived. They were genuine and there was a noisy reunion. The letter from Germany had not reached them, but that did not matter now.

The boy from Munich, overjoyed, threw his arms around the baggage man, crying: "*Danke schoen! Das is wirklich eine grosse Hilfe.*" His uncle, grasping Joe's hand, said: "Next time I go to the old country I'll travel Red Star. A great service between Antwerp and the Bronx. Do you do this for all your passengers?"

"Always," responded Joe. "We help all our passengers when they are in need."

The baggage department of the International Mercantile Marine Company is giving this sort of service constantly and

its influence with passengers and prospective travelers is far reaching. It inspires a feeling of confidence and a desire to travel on steamships where the welfare of the voyager does not end at the gangway.

THE SAILOR'S POET

Scarcely three months ago John Masefield, poet and novelist, was a guest of honor of the city of Liverpool. Today, he is poet laureate of England, an honor Britain's greatest port will cherish as long as ships are on the sea.

The news of his selection as poet of the royal household will be heartily endorsed by every British seafarer, for Masefield was one of them some forty years ago. He sailed before the mast, ate of the sailor's mess, saw life as they encountered it, and out of the sea built the foundation for his great achievement in letters.

The adventures of his early years on the sea and along the coast line of the wide world are reflected in such stirring volumes as his *Salt Water Ballads*, *A Mainsail Haul*, *A Tarpaulin Muster*, and *Sard Harker*.

In February of this year, at the suggestion of the Lord Mayor, Liverpool held a lively week-end observation called the Kinship of the Sea Celebrations. It was commemorative of the city's vital and intimate relationship with the sea. Masefield's lengthy poem, "Liverpool," set to music by Martin Shaw, was sung impressively in the great cathedral.

A LIVERPOOL LAD

Liverpool succored Masefield in his days of obscurity. Now it had a chance to meet him in the hey-day of success at the Town Hall banquet, where his address was spiced with the delightful jargon of the sea. Describing his impressions of the port some two-score years ago, the poet said: "The river, then, was full of what I can only call marine fossils. There were many old wooden sailing ships which still had stunsail peaks and halyards and free topsail yards, and there were others which had single topsail yards on their mizzen masts, as a matter of course. There were Atlantic liners, too, with three or four masts set with sails. When I remember these ships I feel I ought to be put into a glass case as one who had seen remarkable things."

King George in his message to the Lord Mayor mentioned Masefield and stressed the fact that he himself had followed the sea. Said His Majesty: "As a sailor, I heartily join in this tribute to

those who follow the calling of the sea and I am confident that Liverpool's kinship with the sea will always be regarded as a proud inheritance."

And now the sailor king is to have a sailor poet attached to the royal household. All Masefield's predecessors had been landmen.

A LETTER

A ticket agent who is not sitting back and waiting for customers to come to him is R. D. Robb, who is in charge of the passenger station of the Boston & Maine Railroad at Holyoke, Massachusetts.

When Winslow Dwight, district passenger agent for the Panama Pacific Line in New England called on Mr. Robb recently, he found him in his newly decorated quarters putting the finishing touches on a letter he was preparing to send out to a list of his fellow townsmen, a letter which accounts in a measure for the number of Panama Pacific Line round trip, rail-and-water bookings that are coming out of this office. This is what he said:

"We are starting a campaign to increase the sales at the Holyoke passenger station. Some of you have perhaps noted that the station has been cleaned up in the past year, outside has been sand-blasted and the inside has been varnished and walls repainted, we are now looking for more improvements to be made this year, and the only way of getting them is to show the management that we are doing business."

"We are ready to give you up-to-the-minute service on railroad tickets to any part of the continent, make Pullman reservations from any point to any point and sell you the Pullman tickets, so that the space will be secure."

"We can also take care of steamship tickets, making reservations on any line from Montreal, Boston, and New York, taking care of your passport troubles and your re-entry permit."

"Here is hoping that you will give us the chance to take care of your travel worries, and we assure you it will be a pleasure to us. All you need do is pick up the telephone and call Holyoke 2950."

The letter brought business because it called attention to valuable service that was to be had for the asking, and which the people of Holyoke did not know about. It drew attention to the fact that the railroad station wasn't just a place where you boarded or alighted from trains.



THE OCEAN FERRY



SCANDINAVIAN COUNTRIES HAVE MUCH TO OFFER THE TOURIST WHO TURNS HIS STEPS NORTHWARD



Courtesy of the Swedish Travel Bureau

A BIRD'S EYE VIEW OF STOCKHOLM

Built on three islands connected by magnificent bridges, Stockholm, "The Venice of the North," has a waterfront of unusual charm that invites one to linger there through the long summer evenings.

THE European vacation has become a habit with many Americans. Some have a favorite spot to which they repair regularly after a brief renewal of fellowship with that familiar friend, Paris,—some charming village in Burgundy, perhaps, or on the Brittany Coast, where they settle down for the summer as the stay-at-home does in his favorite Cape Cod village or Adirondack camp.

But most visitors to Europe, once they've had a taste of the joy of exploring strange lands are forever looking for new fields to conquer. To these travelers the White Star Line's August cruises from England to the Norwegian Fjords, northern capitals, and Baltic ports, will have a special appeal.

Events present and to come have turned attention toward the Scandinavian countries this year and aroused the interest of Europe-bound travelers. While Norway celebrates with pageantry the 900th anniversary of the death of King Olav Haraldsson in the Battle of Stiklestad, in defense of the "new religion," Christianity, Denmark prepares entertainments bearing on the 125th birthday of the matchless weaver of fairy tales, Hans Christian Andersen, and Sweden offers the great Stockholm exhibition. And whatever the year, there is always the majestic scenery of these northern lands to delight the eye.

Norway's fjords are the objective of the first cruise of the *Calgaric*, which leaves Southampton August 2, calling at Immingham and Leith, before setting the course toward Trondhjem, a distance of 650 miles. From here the *Calgaric* steams southward, threading an intricate pat-

tern in and out of these deep-cut gorges that wind far inland between majestic wooded mountains.

A day in the quaint city of Bergen is not least of the pleasures of the trip, including as it does a visit to the old part of the town, which still retains the flavor of the medieval days.

The second cruise of the *Calgaric*, leaving Immingham, on the northeast coast of England, August 20, begins with two carefree days at sea while the steamer covers the 563 miles to Oslo, Norway's beautiful capital city, with its lovely surrounding country dotted with charming country seats and farm houses stretching out to dark evergreen-clad mountain-sides.

Copenhagen, "the Paris of the North," is visited on Sunday, a particularly happy time to see the Copenhageners at their best and gayest, for on this day the entire city migrates to the woods, the beautiful parks, the beaches and the excellent rural restaurants, and has a thoroughly good time. Lovers of Shakespeare will have a chance to linger for a thrill or two in Kronborg Castle, where Hamlet saw the ghost, and inspect Ophelia's Spring.

The next four days are taken up with calls at Zoppot (for Danzig), and Reval, before steaming across the Baltic for Stockholm, which is approached through winding waterways among the woods. To most travelers this gracious city, almost Venetian in aspect (for it is built on three islands connected by splendid bridges), will be the high spot of the cruise.

The homeward journey is by way of the Kiel Canal and Brunsbittel and the cruise ends with the arrival of the *Calgaric* at London on September 2.

Belgian Coast Resorts

East of Ostend, and all within a tram ride of that town, there are such charming places as Coq-Sur-Mer, Weenduyne, Blankenberghe and Heyst. Of these, the two former are quiet, unostentatious places in which a considerable section of English holiday-makers takes delight, and bathing is the "piece de resistance" of both. Heyst ranks third in importance amongst Belgian seaside resorts, and its twenty hotels and numerous pensions speak volumes for its popularity, while, as at Ostend, there are a Kursaal and a Casino. Possessing also a magnificent beach of fine sand, Heyst is an ideal place for children no less than for grown-ups.

Personnel Changes

W. J. O'Hagan, formerly purser of the *Doric* has been transferred to the *Cedric*. . . G. P. Rogers, who has been directing cruises, is now purser of the *Adriatic*. . . T. L. Evans, formerly of the *Adriatic* and temporarily in the *Arabic* becomes purser of the new *Britannic*. . . E. W. Lancaster, assistant to Mr. Evans, is now purser of the *Arabic*. . . R. H. Harris has been permanently assigned to the *Albertic*.

Changes among chief stewards include the following: J. H. Gaude, from the *Arabic* to the *Cedric*. . . Ernest Masters from the *Adriatic* to the new *Britannic*. . . J. A. Burtinshaw, from the *Albertic* to the *Arabic*. . . H. N. Ibbotson, from the *Calgaric* to the *Homer*. . . T. W. Rigby, from the *Homer* to the *Calgaric* (Mr. Rigby had been acting chief steward of the *Homer* during the illness of Chief Steward Hattrick). . . Arthur B. Evans, temporarily in the *Minnekahda*, has been made chief steward of the *Virginia*.

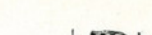
A WORLD TOURIST IN JAPAN



The great bronze Buddha at Kamakura is visited by Belgenland world cruise passengers during their stay in Japan. The snapshot reproduced here was made on the last cruise and shows one of the most popular young members of the cruise party, Mrs. Marguerite S. Hill, of Oklahoma City, trying out one of Japan's "taxis" and appearing to enjoy the native mode of transportation.



THE OCEAN FERRY



SOME NOTABLE PASSENGERS ON FAMOUS SHIPS



John McCormack, tenor, Mrs. McCormack and their daughter, Gwendolyn, on the *Majestic*

Irene Bordoni, musical comedy star, on the *Olympic*

The Mawby triplets, who appear in talking pictures, returning home to England on the *Majestic*



Prince and Princess Friedrich Christian Zu Schaumburg Lippe, on the *Majestic*

Thomas Lamont, of the firm of J. P. Morgan and Company, on the *Majestic*

P. G. Wodehouse, author and playwright, and his daughter, Leonora, on the *Majestic*



Julius Rosenwald, Chicago financier and philanthropist, and his bride on the *Majestic*

Hope Williams, actress, on the *Pennsylvania*

W. L. Stribling, boxer, his wife and son, W. L. 3rd, on the *Olympic*



THE OCEAN FERRY



ADVERTISING COMFORTABLE SPEED AND ROOMINESS

By ROBERT R. ENDICOTT

Director of Advertising and Publicity, International Mercantile Marine Company

YOUR COMFORT Comes First!

this year it's EUROPE

That's why we insist upon vibrationless speed—on the *Majestic*, world's largest ship, *Olympic*, *Hamer*, and *Belgianland*—speed that you are hardly conscious of—that lands you rested and refreshed. Staterooms, too, are large, airy, simply proportioned—part of a deliberate plan to make every day aboard our ships a day of genuine ease and relaxation. Our dining rooms and a la carte cafes duplicate the cuisine and service of your favorite hotel in New York or London.

NEW—M.V. BRITANNIC
World's largest cabin liner, New York—Cobh—Liverpool.
July 12; Aug. 16, and regularly thereafter. The leader of a fleet of delightful, moderately-priced Cabin liners.

WHITE STAR LINE • RED STAR LINE
• ATLANTIC TRANSPORT LINE
International Mercantile Marine Company

AU REVOIR COMES QUICKLY WHEN YOU VIA I.M.

It's good bye America—hello Europe—when you cross on the *Majestic*, world's largest ship, the *Olympic*, *Hamer*, *Belgianland*, *Minnetonka*. Hard to say just where the hours have flown, as you bid your friends adieu, every one. A smooth trip, too. No disturbing undertone of a steam engine chugging at their task. The ship is a breeze. A wide range of service. Regularly scheduled.

NEW M.V. BRITANNIC
World's largest Cabin liner, New York—Cobh—Liverpool.
July 12; Aug. 16, and regularly thereafter.

PRELUDE TO A PERFECT EUROPEAN TRIP

The voyage is the appetizer to the trip... you want to feel set-up and ready for the continental whirl... and, there's one sure way to do it... book on the *Majestic*, world's largest ship... *Olympic*... *Hamer*... or *Belgianland*. Great ships that maintain express schedules with graceful, vibrationless speed. Living on board gives infinite pleasure... your own stateroom is not a stuffy affair, but a real room that makes the trunk obsolete... the service pleases even the fastidious members of royalty... the food is unforgettably delicious... the life is as smart and varied as on the continent. The schedules give every plan... There are rates within the reach of every purse.

NEW M.V. BRITANNIC...
World's largest Cabin liner, New York—Cobh—Liverpool.
July 12; Aug. 16, and regularly thereafter. The leader of a fleet of delightful, moderately-priced Cabin ships.

WHITE STAR LINE • RED STAR LINE
• ATLANTIC TRANSPORT LINE
International Mercantile Marine Company

THESE four advertisements are typical of our spring campaign in newspapers. The messages are appearing frequently in the principal cities throughout the country.

The copy emphasizes two important features of all I. M. M. ships—*vibrationless speed* which gets the passenger to his destination with dispatch and also permits complete enjoyment of the trip, and *spaciousness* of private accommodations, public rooms and decks. We believe that these are two advantages from the traveler's point of view that have been drawing business to the International Mercantile Marine Lines this year.

The art work of the advertisements is styled to conform to the taste of well-bred people who will appreciate the pleasure of traveling the I. M. M. way.



THE OCEAN FERRY



F. J. REUTER ANNOUNCES TWO OFF-SEASON TOURS FOR 1930

ONCE again F. J. Reuter, passenger manager of the International Mercantile Marine Company's Boston office, has announced his annual autumn all-expense tours, which in the three years since he inaugurated these moderate cost European trips for the "uncrowded season" have established themselves as an important travel feature, and have met a real need, as the increasing response of the public indicates.

The delightful weather prevailing in England and on the continent at this Indian Summer season, the absence of peak-season congestion on steamers and in hotels, the off-season rates, which make it possible to include an itinerary at moderate cost, and the expert planning of these tours, all combine to assure their success and popularity.

All travel roads lead to Oberammergau this summer, and no itinerary is complete without a visit to this quiet little town in the Bavarian Alps where once in ten years the drama of the crucifixion is presented by the inhabitants, and both of Mr. Reuter's tours this year have been arranged to include Oberammergau and a performance of the play, for which tickets have been reserved.

Two tours are offered, one lasting 30 days and costing \$410, and the other 38 days and costing \$490. Both groups leave Boston on the White Star liner *Cedric*, August 31, and proceed from Liverpool by rail to London, through typical English countryside. Two days are given to sightseeing in London, and there is an optional tour by rail and motor coach to the Shakespeare country.

The party then boards the night boat at Harwich for Hook of Holland, and travels by day express across the land of dykes and windmills, and through northern Germany to Berlin.

Munich, the beautiful mountain city of southern Germany is visited en route to Oberammergau, where the party witnesses the Passion Play on Sunday, September 14, continuing the following day to Lucerne by way of Lindau and Romanshorn. One day is spent in the beautiful Swiss Lake resort.

At this point members of the 38-day tour leave for Venice, Rome, Florence, Milan, Montreux and Paris, while the others proceed by rail to Paris across central France.

Two days are spent in the French capital and its environs, one of which is free for visiting its world-famous shops, before departing for Cherbourg to board the Red Star liner *Lapland* for the homeward voyage.

Members of the second group sail from Cherbourg on the Red Star liner *Westernland* on September 27.

Mr. Reuter will supervise the tour personally, and a representative of Thomas Cook and Son will also travel with the party in Europe to take charge of pre-

ROBERT R. ENDICOTT TO DIRECT ADVERTISING AND PUBLICITY



Robert R. Endicott

THOMAS M. KERESSEY, who has been connected with the publicity and advertising department of the International Mercantile Marine Company since 1926, and during the last two and a half years of that time held the post of director, resigned on May 1 to accept a position with Lord & Thomas and Logan, advertising agents.

Mr. Keressey has been succeeded by Robert R. Endicott, who comes to the new post from Detroit, where he was associated with General Motors Corporation for four years, in the institutional advertising department, under A. H. Swayne, vice president, and later in the sales section, under R. H. Grant, vice president in charge of sales.

Mr. Endicott is a native of Detroit and was educated at Phillips-Exeter Academy, Exeter, New Hampshire, and at Harvard, from which he was graduated in 1926.

arranged sightseeing and travel arrangements.

The trip includes tourist class accommodation on the ocean voyage, first class on steamers in Europe, second class rail accommodation in Europe and third class in Great Britain, hotel accommodations including room and three meals a day, a full program of sightseeing and a performance of the Passion Play, tips to servants in Europe, transfer of baggage and government taxes on travel and hotel accommodations in Europe.

An attractive folder has been prepared with full particulars of these Indian Summer tours and can be had by applying to the New York office of the International Mercantile Marine Company or any district office.

MINNETONKA TAKES JEWELLED MOTOR CAR FOR RIZA KHAN

The Oriental splendor of King Solomon of old and the later glories of the jeweled coach of royalty were recalled with the booking recently, for shipping on the Atlantic transport *Minnetonka*, of what is probably the most costly, and certainly the most dazzling and luxurious motor car ever made.

The car, a limousine, was specially designed by the Pierce-Arrow Motor Company to serve as state conveyance for Riza Khan, Shah of Persia, from interior dimensions and photographs supplied by the ruler, so that it would accommodate his voluminous state robes and elaborate crown. The rear seat holds only one person, as no one may ride with the Shah on occasions of state.

White and gold enamel finish the exterior of the limousine, and all parts usually made of nickel are gold-plated, while bumpers, doors and lamps are adorned with the crown of Persia in bas-relief, studded with emeralds, rubies and diamonds. These were imitation jewels, which the court jeweler will remove and replace with real gems when the car reaches Teheran, the capital of Persia.

The interior decoration of the coach combines champagne-colored satin upholstery and white leather trim with gold pipings. A gorgeous long-haired Russian wolfhound skin forms the floor covering. The cigarette lighter, supplied by the Shah himself, is of gold, incrustured with diamonds, and all of the fittings on the instrument board are gold.

The car was taken off the *Minnetonka* at London and exhibited there for three days before being put aboard a steamer for Persia.

NEW YORK LAWYER PRAISES ALL-EXPENSE TOUR TO HAVANA

TIMOTHY A. MCCARTHY, attorney, of 20 Vesey Street, New York, was the first passenger to book for one of the 9-day all-expense summer tours to Havana recently offered by the Panama Pacific Line. That he was eminently pleased with his choice of a holiday is evidenced by the following letter, written on his return home:

Managers, Panama Pacific Line:
I have just returned from Havana on one of your tours and I hasten to write to tell you how entirely satisfied I have been with the arrangements which you made. The trip was in every way most delightful and beneficial.

On reaching Havana I was met by Mr. Emilio Garrido Alvarez, the guide you furnished, who came aboard the steamer and passed us through the customs.

Mr. Garrido acted as our guide while in Havana and I found him most courteous, painstaking and efficient. His services were all that anyone could hope for and I wish to cordially thank you for having in your employ such an accomplished guide.

TIMOTHY A. MCCARTHY.

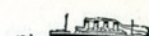
JAMES F. HORNCastle TO HEAD ATLANTIC TRANSPORT COMPANY

MR. JAMES F. HORNCastle, who became managing director of the Atlantic Transport Company in May, 1928, was recently appointed chairman.

Mr. Horncastle joined the staff of the Atlantic Transport Company in 1897. Eight years later he was appointed secretary of the Old National Line, an associated company. In 1912 he became secretary of the Atlantic Transport Company, and in 1924 was appointed to the dual position of secretary and manager, which post he held until he assumed the position of managing director, succeeding the late Charles F. Torrey, who until his death was chairman and managing director of the company. From that time until the present the chairmanship has remained unfilled.



THE OCEAN FERRY



HEAD OF EGYPTIAN HOTELS, LTD. TELLS PLANS FOR COMING YEAR



Charles A. Baehler

CHARLES A. BAEHLER, the hotel king of Egypt, who knows more Americans than any other man in the land of the Pharaohs, was a passenger on the Red Star liner *Belgenland* from Alexandria to New York on her return from the world cruise. As managing director of Egyptian Hotels Ltd., Mr. Baehler has charge of the principal houses at Cairo, Luxor and Assouan, and entertains thousands of tourists every year.

Yet Mr. Baehler was on his first visit to the United States. In his 40 years in Egypt he had often been urged to visit America, and in years past he had started for New York on two different occasions, only to be called back at the last moment.

Mr. Baehler told interviewers on arriving at New York that prospects for next year's tourist business in Egypt and Palestine are excellent. He is building a hotel of 300 rooms in Jerusalem, the King David, which will be opened in December. The house represents an outlay of about \$1,000,000. The land, bought from the Greek Patriarch, was church property for more than a thousand years.

"There were many difficulties in starting a modern hotel in Jerusalem," said Mr. Baehler. "With 200 bathrooms, we required more water than the whole city was using. We also required a drainage system, which did not then exist. On looking over the ground I threw up my hands; but the difficulties have been overcome, and we are giving Jerusalem one of the finest hotels in the Near East, where visitors will have every comfort. Up to now, travelers have made their stay at Jerusalem as short as possible. That will be changed when the King David opens."

Mr. Baehler is also extending the accommodations of his hotels at Luxor, by adding a wing to the Luxor Hotel. He is also planning to enlarge the famous garden at Shephard's, in Cairo, having bought two houses just before his departure, which will be demolished and their sites added to the garden.

His summer hotel, at Alexandria, the San Stefano Casino, was opened in April.

Mr. Baehler, while in the United States, inspected hotels at Chicago, Detroit, Philadelphia, Washington and New York, and was the guest of hotel men's organizations. He has more invitations to visit friends, he said, than he could have accepted in six months. He sailed for Europe May 28, and will spend the summer at his chateau near Lucerne.

Chatting with members of the Red Star Line staff on the *Belgenland*, Mr. Baehler gave some interesting reminiscences of his long experience in the hotel business in Cairo. He arrived there 40 years ago, as an accountant, shortly became manager, and in that capacity and later as part owner and director of the business, built up a wonderful following for the famous hostelry. "Shephard's, without doubt, is the best known hotel in the world," he said.

Mr. Baehler dwells with pride on the long list of famous names that has been inscribed in the guest books of Shephard's. He greeted Stanley when the great explorer returned from his rescue of Dr. Livingston in Central Africa, and was also host to Roosevelt when the former president returned from his famous African hunting trip. Notables from all the countries of Europe have been guests at Shephard's, and although newer houses, owned by the same company, now have a share in the patronage that was once Shephard's exclusively, the older house still maintains its prestige as the foremost hostelry in Egypt in the minds of many famous people.

THOROUGHbred CROSSED ON TWO MINNETONKAS IN HER DAY



"NATURE" IN RETIREMENT

When J. E. Widener sent his blue-blooded two-year-old mare "Nature" to his racing stables in England in 1908, he chose the Minnetonka because of the Atlantic Transport Line's skill in handling valuable live stock. When, 21 years later, he brought the famous horse home to end her days in luxurious retirement, he was still patronizing the line. "Nature" returned on the new Minnetonka, which replaced the original vessel.

WINS BELGIAN DECORATION



JEF DE VRIES

A figure well known to regular Red Star travelers is Jef De Vries, who has been with the line since 1887 and baggage master at its Antwerp piers since 1904. Before his retirement, which took place recently, the Belgian government bestowed on him the Decoration Industrielle, of the first class, for his faithful service.

EXECUTIVE HAILS SEA TRIP TO COAST AS A REST CURE

IN a letter addressed to J. S. Mahool, passenger traffic manager of the International Mercantile Marine Company, Mr. William J. Graham, vice president of the Equitable Life Assurance Society, New York, offers the following opinion of the value of a voyage from coast to coast by the Panama Pacific Line:

I have just had another delightful trip on your line, leaving March 8th on the *California*. I write to express my appreciation and to say that I have already recommended the trip to a number of my friends. I am enthusiastic about the opportunity this sea trip to California offers to the business man who, by investing an additional week's time, gets two weeks of health-giving rest to make him fit for the job when he reaches the harbor.

This is the third trip that I have made with you over the last three or four years, but the first time I have been on one of your modern boats. I know you must receive complaints from time to time, because there are many inexperienced travelers whom nothing can please, so I am the more moved to write of my satisfaction with your fine boats and the splendid personnel of your line. As one who spends time on the sea for both business and pleasure purposes, I may say that never have I traveled with a crowd so uniformly pleased with the accommodations and the service. The trip was made particularly pleasant by the officers of the boat. Captain Richardson had not only the respect and friendship but the profound confidence of all the passengers.

Particularly would I express admiration and even wonder at the performance of your purser, David Healy, as a great social secretary, possessing youth, vitality and charm, which he made contagious. His efficiency was evident on two or three occasions when business men like myself were watching him with an eye to his capacity for getting things done with precision and courtesy.

WILLIAM J. GRAHAM.

Radio Aids Tourists

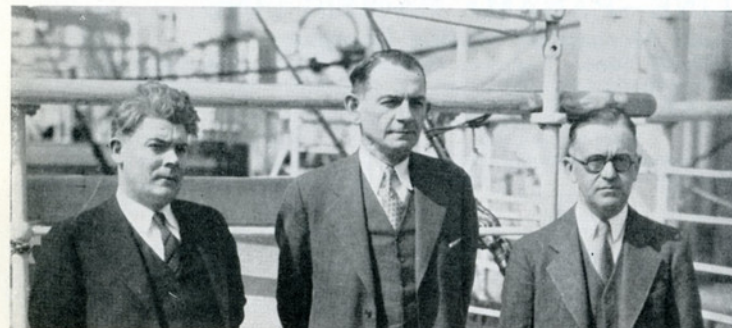
Touring news is being broadcast in several languages from the Rome station and received by the sets placed in hotels and pensions. The languages used until recently were English, French and German. Spanish is to be added shortly.



THE OCEAN FERRY



THREE I. M. M. LANDING AGENTS SMOOTH THE WAY FOR THE STRANGER ARRIVING AT OUR GATES



THE FIRST TO GREET THE NEWCOMER FROM EUROPE

Left to right: Thomas Grogan, John E. Doyle and Walter C. Nida, landing agents, who meet I. M. M. Company steamers at Quarantine and attend to the many details connected with the entry of foreigners into an American port.

IF Edison were to include in his annual questionnaire, the simple query, "What is a steamship landing agent?" it is likely that the percentage of most contestants would be lowered a trifle. Apart from incoming travelers who have been recipients of his kindly attention on arrival, few persons outside the steamship business ever heard of a landing agent.

Yet he is an essential cog in the smooth-running machinery of passenger traffic that handles the great throngs that come annually to these shores. With an average of six ocean liners arriving at New York weekly, the International Mercantile Marine Company employs three landing agents, men of large experience in passenger transportation, familiar with every phase of the immigration law. They are not boy scouts but they do a hundred good deeds every day and enjoy their tasks of facilitating the landing of voyagers unaccustomed to travel.

They meet the company's steamships at Quarantine with the boarding officers and doctors of the Immigration Service and there set into motion the bustling business of presenting all passengers for Federal inspection. The landing agents work with amazing speed and serenity from the time the vessel leaves Quarantine until the last passenger has been landed on the pier in accordance with law. But the work of the landing agent does not end at the gangway. His assistance even extends to Ellis Island, where aliens are occasionally detained for further examination, to railway stations where strangers are entrained for distant places, and over the telegraph wires to remote points where relatives are awaiting news of the newly arrived voyagers.

The three musketeers of the company's landing service—dispensers of first-aid to travelers of inexperience are Walter C. Nida, Thomas Grogan and John E. Doyle. There are thousands of people in this country and Europe who if shown the accompanying picture of these men,

would instantly point to one of them as "the man who was so kind to me when I landed in America."

On the run up the bay from Quarantine, the name of Jack Doyle is heard more than that of any person aboard ship. Inquiries about passports, landing cards, prepaid railroad tickets and other details of debarkation bring the invariable answer, "See Mr. Doyle—up in the lounge, Mr. Doyle knows all about it." In short, his ability to answer questions is so widespread aboard ship that he is frequently asked such puzzlers as what to do for a sick Airedale or where along the waterfront one can get a sixteen-inch collar with wing tips. Mr. Doyle for many years was an immigration official at Ellis Island. He is highly regarded by his former associates, for his thorough knowledge of and strict adherence to the provisions of the immigration law. Because of his large experience his labors aboard ship are of value to the government as well as to the passenger.

Mr. Nida has been with the International Mercantile Marine Company for 32 years, his work being identified always with the passenger department. Mr. Grogan, when the westbound traffic is light, is frequently called upon to conduct tours through Great Britain.

The duties of the landing agent are many and varied. Among them are the presentation of passengers in proper order before the immigration officials; expedition of the inspection of certain travelers on request of relatives to make special train connections; delivery of letters and money and the cashing of checks and landing money orders; approving vouchers for inland transportation; assembling of data on prepaid passengers; presentation of voyagers (here for the first time) to representatives of the Trunk Line Association for tickets, and to men of the company's baggage department for escort to railway stations or to the homes of relatives within the city.

MAJESTIC FIRST LINER TO TELEPHONE TO BUENOS AIRES

The longest distance yet to be spanned by a ship-to-shore radio telephone was accomplished on Thursday, May 8, with the recently installed instrument on board the White Star liner *Majestic*, when the operator on the liner called the International Telephone and Telegraph station at Buenos Aires, Argentina, and Captain E. L. Trant, who was in command of the *Majestic*, talked with Colonel William F. Repp, vice president of the International Telephone and Telegraph. The vessel was then about 500 miles west of the English coast, on her way from Southampton to New York.

Captain Trant reported, in a wireless message to the New York office of the line, at 1 Broadway, that reception was wonderfully clear, and that he and Colonel Repp held an extended conversation, renewing an acquaintance begun when the colonel was a passenger on the *Majestic* recently.

As soon as rates have been filed, regular radio-telephone service from the ship to Buenos Aires will be opened to the public.

The *Majestic* was the first vessel to have telephone communication between a ship and both Great Britain and the United States, this service having been inaugurated early in April, and also has service to Holland, France and Belgium.

MINNEKAHDA, MATCHMAKER



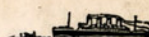
The Bride and Groom

"Two shall be born the whole wide world apart . . . and have no thought each of the other's being and no heed . . . and these o'er unknown seas to unknown lands shall cross . . . and read life's meaning in each other's eyes."

These random lines from the old poem "Fate" are particularly applicable to the romance of two American travelers who arrived here several weeks ago on the Atlantic Transport liner *Minnekahda*. Among the passengers who went aboard at Boulogne were Miss Dorothy Wood Simpson, 39, artist and interior decorator of San Francisco, and Paul Roland Dickson, 43, an artist of New York. They had not met until they boarded the *Minnekahda*, but it was love at first sight and they agreed to marry on arrival at New York. The couple, however, had a liking for Captain Johannes F. Jensen, and asked him to marry them when the vessel was 150 miles east of Ambrose Channel Lightship. The ceremony was performed in the skipper's room at 3:30 P.M., and as the bride and groom left the bridge they were showered with rice by the well-wishing passengers. The couple explained that the marriage at sea was an expression of their regard for Captain Jensen—a ceremony of sentiment, and that if it was not legal they would be remarried ashore. This is one of many romances that have begun on the *Minnekahda*.



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
June 6	Majestic
June 13	Homer
June 20	Olympic
June 27	Majestic
July 3	Homer
July 9	Olympic
July 16	Majestic
July 25	Homer
Aug. 1	Olympic
Aug. 8	Majestic
Aug. 16	Homer
Aug. 22	Olympic
Aug. 29	Majestic
Sept. 5	Homer
Sept. 12	Olympic
Sept. 19	Majestic
Sept. 26	Homer
Oct. 3	Olympic
Oct. 10	Majestic
Oct. 17	Homer
Oct. 24	Olympic
Oct. 31	Majestic
Nov. 7	Homer

RED STAR LINE Plymouth—Cherbourg—Antwerp From New York From Antwerp

June 6	Pennland	June 6
June 13	Lapland	June 13
June 20	Westernland	June 20
June 28	Belgenland	June 27
July 3	Pennland	July 4
July 11	Lapland	July 11
July 18	Westernland	July 18
July 26	Belgenland	July 25
Aug. 1	Pennland	Aug. 1
Aug. 9	Lapland	Aug. 8
Aug. 15	Westernland	Aug. 15
Aug. 23	Belgenland	Aug. 22
Aug. 29	Pennland	Aug. 29
Sept. 6	Lapland	Sept. 5
Sept. 12	Westernland	Sept. 12
Sept. 20	Belgenland	Sept. 19
Sept. 26	Pennland	Sept. 26
Oct. 4	Lapland	Oct. 3
Oct. 10	Westernland	
Oct. 18	Belgenland	

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*
June 14	Doric
June 21	Albertic
June 28	Laurentic
July 12	Doric
July 19	Albertic
July 26	Laurentic
Aug. 9	Doric
Aug. 16	Albertic

*Via Belfast and Glasgow.
†Via Glasgow and Belfast.
‡Via Douglas, Isle of Man.

London—Southampton—Quebec—

From Montreal and Quebec	From London
June 13	Calgaric
July 10	Megantic
Aug. 7	Megantic
Sept. 4	Megantic
Sept. 18	Calgaric

†From London via Havre, Southampton and Galway.
‡Via Havre and Southampton.
§Via Southampton and Havre.

NORTH CAPE CRUISE

White Star Line

New York to Reykjavik, Hammerfest, North Cape, Lyngenfjord, Svartisen Glacier, Trondhjem, Oie, Hellesylt, Merok, Gudvangen, Balholm, Bergen, Copenhagen, Visby, Stockholm, Danzig, Oslo, Leith, Boulogne, Southampton.

Calgaric June 28
(Under charter to James Boring)

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
June 7	Pennsylvania
June 21	California
July 5	Virginia
July 19	Pennsylvania
Aug. 2	California
Aug. 16	Virginia
Aug. 30	Pennsylvania
Sept. 13	California
Sept. 27	Virginia
Oct. 11	Pennsylvania
Oct. 25	California
Nov. 8	Virginia
Nov. 22	Pennsylvania
Dec. 6	California

ATLANTIC TRANSPORT LINE

From New York	From London
June 7*	Minnewaska
June 21*	Minnetonka
June 28†	Minnekahda
July 5*	Minnewaska
July 19*	Minnetonka
July 26†	Minnekahda
Aug. 2*	Minnewaska
Aug. 16*	Minnetonka
Aug. 23†	Minnekahda
Aug. 30*	Minnewaska
Sept. 13*	Minnetonka
Sept. 20†	Minnekahda
Sept. 27*	Minnewaska
Oct. 11*	Minnetonka
Oct. 18†	Minnekahda
Oct. 25	Minnewaska
Nov. 8	Minnetonka
Nov. 15†	Minnekahda

*Via Cherbourg.
†Via Boulogne.
‡Via Plymouth and Boulogne.
NOTE—The Minnekahda carries only tourist third cabin passengers.

SUMMER CRUISES FROM ENGLAND

White Star Line

Balearic and Atlantic Isles

Liverpool to Arosa Bay, Malaga, Palma, Casablanca (Morocco), Las Palmas, Tenerife, Madeira, Lisbon.

Adriatic Aug. 1
Norwegian Fjords

Southampton, Immingham and Leith to Trondhjem, Molde, Aandalsnes, Oie, Hellesylt, Merok, Olden, Loen, Balholm, Gudvangen, Bergen, Ulvik, Eidfjord, Norheim-sund, Leith, Immingham

Calgaric Aug. 2

Baltic Ports

Immingham to Oslo, Copenhagen, Zoppot (for Danzig), Tallin (Reval), Stockholm, Hohenau, Kiel Canal, Brunsbuttel, London.
Calgaric Aug. 20

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

§Also calls at Cardiff.

§Via Boston.

‡Also calls at Galway.

*Via Belfast and Glasgow.

*Via Glasgow and Belfast.