

THE OCEAN FERRY



West Indies

JANUARY 1932

THE OCEAN FERRY

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RED STAR LINE WHITE STAR LINE WHITE STAR CANADIAN SERVICE
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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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No. 4

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Photo by Rittase

AMERICA'S PREMIER LINER

Nature, art and industry combined to produce this unique camera study in sunlight and shadow, of the new United States liner *Manhattan*, made just before the launching, when workmen were knocking away the last of the props from the ship's side, leaving it resting in the launching cradles



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PANAMA CANAL ZONE ADDS TO ITS TOURIST ATTRACTIONS

PANAMA has joined with its sister republics of the Caribbean in making a strong bid for American tourist trade this year.

Under the supervision of the United States Government a large sum of money is being spent on channel dredging and other improvements to the canal at Balboa, and a pleasure resort with a fine bathing beach is being built there.

At Culebra the course of the canal is being straightened by removing a shoulder of rock at the stiffest bend, to facilitate the handling of such large vessels as the Panama Pacific Line's turbo-electric liners *California*, *Virginia* and *Pennsylvania*.

The government of Panama also is contributing to the improvements that will add to the attraction of the country for tourists.

The ruins at Old Panama, left by Morgan and his buccaneers in 1671 have been cleared of the jungle growth that had almost swallowed them up; the Plaza has been repaved and a park laid out, and motor roads to the principal points of interest repaved.

WINTER ON WHEELS

WINTER road touring in Britain can prove a delightful experience for the visitor from overseas, and those who can spare a few days from the major events in London and other centres should not miss the chance of seeing another side of British life. Weather conditions are rarely so severe as to present any difficulty to the motorist, and to see the countryside in its winter dress—with a keen tang in the air and, often, a marvellously blue sky overhead—is to gain a series of impressions quite different from those taken back by the ordinary tourist.

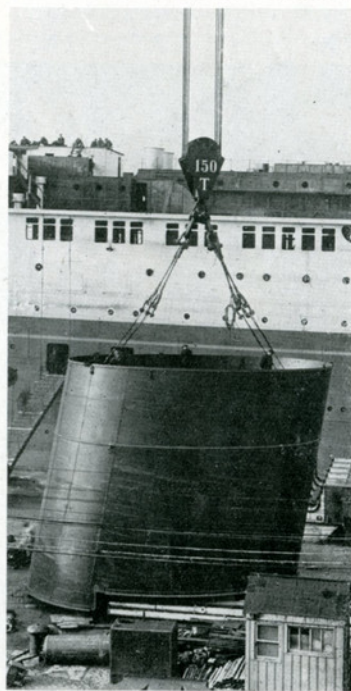
One of the outstanding attractions of winter on the English road is the chance it offers of seeing the old English inn at its best. With huge fires burning in open hearths, and "Dickens" fare on the table, there are few better places to spend the night after a day in the open air.

Opinion is divided as to which corner of Britain appears most attractive in winter garb. Devon and Cornwall, where winter arrives late and leaves early, have many claims; they are the warmest and cosiest of all English counties.

The Sussex downlands, with their broad-backed hills and few trees, show few signs of winter's ravages; the treeless chalk uplands of Wiltshire, too, are little changed by the fall of the leaf.

Somerset, the county of kindly villagers, fruit and cream, and deep thatch, has a welcome all its own for winter visitors, while the valley of the Wye, the heather-covered dales of Yorkshire, the snug little villages in the Cotswold—all

THE GEORGIC GETS HER STACKS



THE FORWARD FUNNEL READY TO BE SWUNG ABOARD

Squat oval stacks that will give the White Star Line's new motorship *Georgic* the smart speedy lines her sister ship *Britannic* is noted for, were swung into place recently as the big motorship lay alongside the builders' pier at Belfast. The size of these stacks that will wear the buff and black markings of the White Star Line can be estimated by comparison with the workmen who are attaching the lifting tackle preparatory to swinging the forward stack aboard. The *Georgic* was launched November 12 and is scheduled to enter the New York-Liverpool service of the White Star Line next June.

with their background of history or romance—will each undertake to prove to the stranger that winter in England can be one of the loveliest times of the year.

At Old Nassau In The Bahamas

The approach to the Government House in Nassau in the Bahamas is guarded by a large statue of Columbus, which some say, was modelled from suggestions given by Washington Irving, his famous biographer, but all tourists remark its resemblance to a bold pirate more than the famous discoverer, in his marble toga and slouch hat. Some of the colored population date the landing of Columbus in the Bahamas from the time big boxes arrived with the marble in them for the statue and not from 1492. The thing to note, however, is that standing above the statue we get one of the most extensive views of the harbor and the town.

MANY AMERICANS GOING TO BRITISH INDUSTRIES FAIR

THE British Industries Fair, at which the manufacturers and producers of Great Britain place before buyers from all over the world the whole range of the empire's manufactures, will be on a larger scale than ever this year according to the organizers.

The 1932 fair, which opens on February 22, is divided into two sections which run concurrently in Manchester and Birmingham. The entire fair will cover an area of 600,000 square feet.

The London section is held in the exhibition buildings of Olympia and in the White City, which will have the greatest exhibition of textiles ever housed under one roof. It was organized by Lord Derby's committee and covers all aspects of British textile industries including cottons, linens, woollens and rayon, with special attention to new designs and novelties.

Another section of particular interest to Americans is the gift wares exhibition, where special attention has been given to the requirements of the many buyers from this country. This section includes art needlework, basketware, leather goods, art pottery and china, toys and games, toilet preparations, perfumes, confectionery novelties, furniture and house furnishings, stationery, lamp shades and fancy metal wares.

As a special courtesy to American buyers, it is expected that British consular officers will be authorized to arrange for the issue of free passport visas for travellers going over for the fair.

The winter schedule of International Mercantile Marine Company ships includes the following sailings timely for those intending to visit the fair. Express liner *Majestic*, January 29 for Southampton; the *Adriatic*, February 12, for Liverpool.

The Malvern Festival, 1932

THE Malvern Festival, founded in 1930, will be held during the three weeks of August 2-21. The programme will once more range over the centuries of English drama. Lectures in connection with the plays will be given each week by university professors.

Plymouth-London Service Improved

Eight new *deluxe* saloon coaches, built by the Great Western Railway at Swindon, have been put into service on the main line from Plymouth to London for the convenience of passengers landing from the United States. By Royal permission they are named King George, Queen Mary, Prince of Wales, Duke of York, Duke of Gloucester, Duchess of York, Princess Mary, and Princess Elizabeth.

THE OCEAN FERRY



AMERICA'S PREMIER LINER TAKES THE WATER AT CAMDEN, N. J.



AN AIRPLANE VIEW OF THE MANHATTAN JUST AFTER THE LAUNCHING. The United States Lines' new ship at anchor in the Delaware River a few minutes after she took the water. In the background may be seen the yards of the New York Shipbuilding Company and the launching ways which the ship has just left. Her wake is still visible.

BY ten o'clock on the morning of December 5, more than two thousand persons had gathered at the yards of the New York Shipbuilding Company, Camden, New Jersey, to witness a notable event in the annals of American shipping, the launching of the 30,000-ton *Manhattan*, largest ocean liner ever built in this country, and the latest addition to the fleet of the United States Lines.

A flawless blue sky overhead, brilliant sunshine, sparkling water, and fresh crisp air, more like October than December, contributed to the buoyant holiday mood of the crowd. The sound of great hammers knocking away the last supporting beams from the ship's side and confused sounds of last minute activities heightened the excitement and anticipation that ran through the gathering throng.

The great hull of the new ship in its bright first-coat of brick red paint towered to the roof of the shed, its thousands of tons of steel held upright, miraculously, it seemed, in wooden cradles on either side of the keel. Over the rails high aloft the faces of the launching crew aboard the ship peered down at the crowd far below.

On the launching platform directly under the starboard bow Mrs. Theodore

Roosevelt, widow of the president, who was to sponsor the new liner, stood half hidden by a great sheaf of red roses and chatted with guests or smilingly posed for innumerable camera men and motion picture photographers. In one hand she held the wicker-sheathed bottle of christening water with a red-white-and-blue bow.



THE SPONSOR AND THE SKIPPER. Mrs. Theodore Roosevelt, widow of the former president of the United States, who christened the liner "Manhattan," and Captain George Fried who will command the vessel.

Radio announcers stationed at several strategic points, were telling the rest of the world, not fortunate enough to be there, just what was happening, and making it sound almost as exciting as it really was.

"I Christen thee Manhattan"

Suddenly an electric bell sounded, signalling that the men at the launching trigger below the platform were ready to give the great vessel the shove that would start her down the ways.

Sudden, tense stillness descended on the yard. The sponsor raised the wicker covered bottle high in the air. Some one cried "She's moving!" A crash of glass. "I christen thee Manhattan."

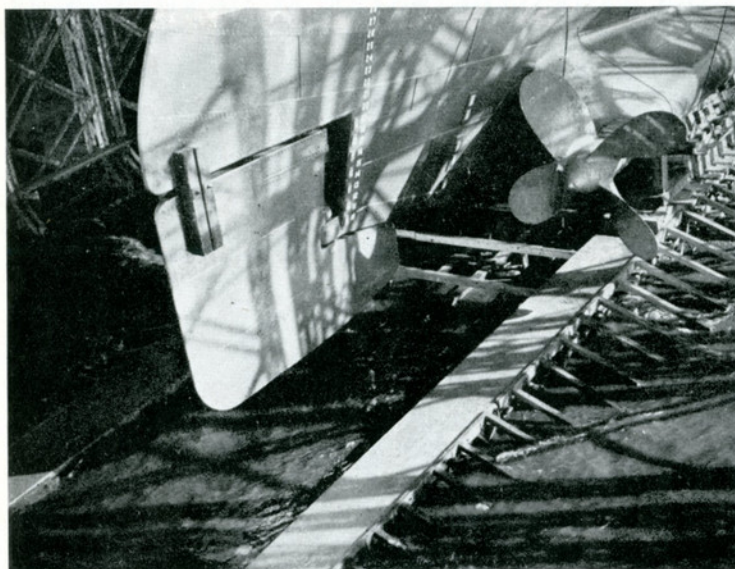
The towering hull, at first almost imperceptibly, and then with gathering momentum receded as a great cheer rose from the throng, a rising crescendo of shrill blasts burst from the whistles of river craft and a fleet of airplanes wheeled and zoomed overhead.

Stern first the *Manhattan* gracefully slipped into her natural element, her bow acknowledging the ovation of the on-lookers with a graceful dip and rise. A new ship was waterborne.

There was a rattle of chains as her ten-ton anchors were let go and the *Manhattan* was brought to a standstill in the



THE OCEAN FERRY



WAITING FOR THE TRIGGER

A stern view of the *Manhattan* a few seconds before the launching trigger started her down the greased ways. One of the after cradles is shown to the right of the propeller

narrow channel which had been specially dredged for the occasion.

Water from Historic Spots

Water from famous springs or rivers of the 48 states of the Union was mingled to christen the ship that will be America's premier liner, the governor of each state choosing the historic spot from which it should be taken.

At a luncheon at the Walt Whitman Hotel following the launching, Clinton L. Bardo, president of the New York Shipbuilding Company, introduced the speakers of the day and presented Mrs. Roosevelt, the sponsor and guest of honor, with a diamond brooch.

Among those who addressed the luncheon guests were P. A. S. Franklin, who thanked Mrs. Roosevelt for consenting to act as sponsor and said that her presence was the outstanding event of the occasion; Walter F. Brown, postmaster general of the United States; T. V. O'Connor, president of the United States Shipping Board; Kenneth Dawson, president of the States Steamship Company; United States Senator Royal S. Copeland; United States Senator Frederick Steiwer, of Oregon; Kermit Roosevelt, president, and Basil Harris, vice president of the Roosevelt Steamship Company, general agents for the United States Lines; S. S. Sandberg and Albert H. Denton, of the Shipping Board; Representative Charles A. Woverton, of New Jersey and Mayor Roy R. Stewart, of Camden.

An Outstanding Event

The launching of the new *Manhattan*

A Weather Maker

One of the outstanding innovations in the *Manhattan* is the air conditioning system which brings to the seafaring world temperature control.

This new liner, like her sister ship which will be launched early next year, can carry 1,300 passengers.

Contracts for the *Manhattan* and her sister ship were awarded May 29, 1930, by the United States Lines. Each ship was to cost \$9,515,000, with an additional expense of \$750,000 each for furnishings not part of the regular contract. The keel of the *Manhattan* was laid December 6, 1930, and the construction work proceeded rapidly, giving employment to thousands of workers. Materials used in the ship have been purchased in every state in the union.

Distinctive Appearance

The *Manhattan* will have a distinctive appearance at sea as two very low, rakish elliptical funnels top the three deck superstructure.

Space allotted to engine rooms has been reduced more than 50 per cent from that required on a liner built five years ago. This is a great factor in successful operation, as it means efficiency in technical personnel and more space for cargo. Three large oil burning drum boilers generate the steam for the twin-screw, Parsons type triple service turbines, which will drive the vessel at a normal speed of 20 knots.

Safety for passengers is far in excess of the requirements of the London Safety Convention of 1929 and machinery spaces have been so planned that the vessel could not be rendered completely helpless. Steel lifeboats of heavier metal than called for by government regulations and every known mechanical device for safety and efficiency of operation are installed on the ship. The most modern radio equipment and a new re-broadcasting system reaching all parts of the vessel are included in the equipment.

Captain George Fried, whose name and exploits are legend in all the ports of the world, will command the *Manhattan*.

STEAMER CARRIES MOTORS BETWEEN DOVER AND CALAIS

A new cross-Channel steamer, the *Autocarrier*, owned by the Southern Railway, has been specially designed to carry motor-cars and their owners between England and France, and provides an all-the-year-round service which should be appreciated by the increasing number of motorists who wish to tour abroad in their own cars.

Thirty-five cars can be carried under conditions which ensure their safety in all conditions of weather, and the ship is licensed for 120 passengers, who may enjoy the amenities which the traveler to the Continent has come to expect when using the short sea route.

All the cars shipped in the vessel will be completely under cover. The head room is enough to take the largest type of car. The *Autocarrier* will sail from Dover every day, including Sundays, at 12.15 P.M., and will return from Calais at 4 P.M. The scheduled time for the passage is 1 hour 45 minutes.

The New Ship's Dimensions

Length overall.....	705 feet
Length on waterline.....	685 feet
Length between perpendiculars.....	660 feet
Beam moulded.....	86 feet
Depth to promenade deck.....	79 feet
Designed dead weight.....	12,000 tons
Loaded displacement.....	32,000 tons



THE OCEAN FERRY



Shopping Through England's Country Lanes

By CAROL JANEWAY



Above: A spirited hunting group composed of extraordinarily realistic and amusing New Forest carved wooden toys. Below: A jungle group featuring a handsome pair of leopards at a water hole



THERE is a most diverting shopping game indulged in by some of the more confirmed travelers of my acquaintance that I am sure has only to be known to become extremely popular. The game is to try to avoid buying things in one place that you can get anywhere else; to seek out in each new city, town or countryside, the characteristic native product.

The charm of the game, as those who try it will soon discover, lies in the number of unexpected byways the search will lead you through, and the pleasant little adventures in friendship along the way.

I have seen members of this small fraternity returning triumphant from a summer in Europe with a motley assortment of weird bundles that disgorged upon the pier objects odd enough to bring one-sided smiles even to the poker-faces of the customs inspectors, inured to all the vagaries of the traveling public. And I have seen these treasures later become the despair and envy of less experienced or imaginative tourists who bought Paris novelties which they found, to their chagrin, had preceded them to America.

Not so the "byways shoppers." They are happily secure in the knowledge that they won't be likely to see duplicates of their purchases grinning at them in the shops at home.

My first tentative experiment at the game resulted in my producing from my luggage for the coldly appraising eye of a customs inspector who obviously regarded me as harmlessly insane the following items: one neat little golden cylinder of savory cheese from Cheddar itself; one gaily patterned painted tin bucket like a child's sand pail, filled with the famous strawberry preserve of Plougastel in Brittany; ditto raspberry preserve; three fire-bellows of wood and red leather bought on market day in front of the cathedral at Quimper for 12 francs each; one black velvet peasant jacket with handsome silver buttons; one pair of rope and canvas sandals from the Basque country; one small pewter measure bought from the jolly proprietor of an ancient but glowingly hospitable pub in the sheer middle of Dartmoor. Not an

Forest, I found a Miss Doncaster weaving magnificent tweeds on a hand loom, and three miles from Christchurch at Highcliffe-on-Sea beautiful examples of pewter being made by a craftsman in this metal, whose name is Leek.

But what I felt most heavily for of all the Hampshire crafts were the New Forest toys of carved wood which a man named Whitting, at Brockenhurst, makes with amazing skill and imagination. They are the kind of thing you buy and buy and buy, using as an excuse your children, nephews, nieces, god-children and grandchildren, but knowing in your secret soul you are going to keep some for yourself. Animals of every kind, singly or made up into fascinating sets or scenes, from a Noah's Ark with 32 animals to a modern English hunting scene with horses, riders, hounds and fox, and a tree or two in the bargain. No age is immune from the lure of these lifelike little wooden creatures and no child who owns any is safe from raids by the grown ups. These hand carved toys are unbelievably reasonable in price—from twelve cents for the small animals to eighty cents for a hunter and horse. The groups vary in cost according to the number of animals.

Two miles out from Andover, basket making, one of the oldest of all the rural crafts, is still practiced at the Enham Industries, and you have to be made of very stiff clay to get away without at least a basket for your garden tools or a set of doll's furniture.

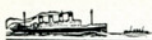
With the crafts live quaint old names for the workers and their work. There is "the broom squire," a man who lives by making brooms of hazel heather; the quilt-wives, women of Wales and Durham who since Tudor times have practiced the art of making beautiful bedspreads of designs handed down from generation to generation. The names for various



A potter at work in the thatched-roof pottery at Beauforth, Hampshire

types of baskets are curious and old. From the 16th century comes a "trug," a basket peculiar to Sussex. A "whisket" or "scuttle" comes from Shropshire.

Shopping in foreign lands takes on a new charm among such things as these, so much the very essence of a country.



EDITORIAL COMMENT

PROGRESS

AN editorial in the November, 1930, issue carried this heading. We repeat it because of the important expansion in the company's operations under the American flag with the purchase of the United States Lines and the American Merchant Lines, a transaction of the first magnitude in the shipping world completed since our last number was published.

With the *Leviathan*, flagship of the newly acquired fleet, the great steamer *Manhattan* launched December 5, and a sister ship nearing completion, the program of expansion is under way.

Super liners will no doubt follow when Congress decides that American commerce must have American flag tonnage equal to the largest and finest foreign flag vessels. We believe this country can build them and we know this company can operate them successfully. It has been our business for sixty years and no company can point to a finer record and few to a longer one.

For the present we are content to assure readers that the lines under our management will maintain the traditions and high standards that have made the company preeminent in the transatlantic and intercoastal trades, but success depends upon the loyal support of travelers, agents and shippers. We cannot fail with it and we cannot make progress without it.

It is the season for resolutions and we appeal to all our readers, and to Americans particularly, to support these ships generously in the New Year and to recommend them to their friends.

NEW HOLIDAY JOYS

THE size of the passenger lists on cruise ships of the International Mercantile Marine Company during the week beginning December 24, has demonstrated that Americans have taken enthusiastically to this new way to celebrate these two important holidays and to spend the week between Christmas and New Years.

These short Christmas and New Year cruises, which provide change of climate and environment as well as novelty without omitting any of the traditional customs and joys associated with these two holidays, have met with a hearty popular response, as the total of close to 3000 passengers demonstrates.

The Red Star liner *Lapland* which sailed on Christmas eve for Bermuda carried 500 passengers; the White Star liner *Britannic*, which sailed December 26 to spend the holiday week on a cruise to Bermuda, Havana and Nassau had over 700 passengers; the *Majestic*, of the same line took out well over 1000 on New Year's eve for a four-day cruise to Nassau, and the *Lapland* carried more than 400 on a one-day cruise which began on New Year's eve.

Like the successful short cruises during the summer and fall of last year, these voyages, designed to keep steamers in operation during the off season of transatlantic travel in a year when travel was below normal have proved so successful that they bid fair to remain as a permanent feature of the business.

A GOODLY VESSEL

IF the crisp, sparkling blue and gold weather that blessed her debut is an augur, the new liner *Manhattan*, which was launched at Camden on December 5, for the United States Lines, is destined for a brilliant and happy career in the Atlantic.

Added to this, the *Manhattan* was singularly blessed in having as her sponsor, Edith Kermit Roosevelt, widow of President Theodore Roosevelt. Nothing stood out more clearly at the christening of this great vessel than the infectious charm and graciousness of the woman who christened her.

It would not have been surprising if many of those nearby during the ceremony found themselves wishing that good fairies still attended christenings, as they did in the old nursery tales, and that one of them would bestow upon the ship the qualities of her sponsor. If by some benign and ancient alchemy this should be so then the *Manhattan* is surely destined for an unprecedented success.

Those who had the good fortune to see the great steel hull towering in the builders' ways, and to witness the perfect poise and competence with which she entered her natural element, echoed heartily Mrs. Roosevelt's enthusiastic comment as she turned to Captain George Fried, who will command the vessel, and said:

"We give the young lady to you—as goodly and sturdy a vessel as ever went to sea."

FROM OUR BOOK

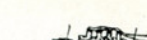
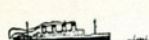
IN a recent Sunday edition of the *New York Times* our eye was arrested by an article entitled "How London Store Builds Good Will." It was a very good article, and in it Mr. Gordon Selfridge, proprietor of the world famous department store which bears his name, quoted instances of the courtesies which are extended to build up customers' good will. Included among these services are the sewing on of buttons, the filling of lighters and fountain pens, sharpening of pencils, the valuation of foreign stamps and the abolition of charges for washroom facilities.

No one connected with the steamship business could read the article without remarking that this principle of almost unlimited service is one which has heretofore been in practice only on ocean liners. Almost the first thing that impresses a traveler on his first ocean voyage is the fact that personal service has here been developed to a degree unknown anywhere else. It is one of the factors that makes a trip abroad so glamorous.

On the steamers of the White Star, Red Star, Atlantic Transport and Panama Pacific Lines, not only is it an accepted part of the service to render such gratuitous courtesies as enumerated by Mr. Selfridge, but to accord a passenger in whatever class he may be traveling many privileges for which he would certainly be required to pay elsewhere.

On shipboard a woman traveler has from her stewardess, if she wishes it, the services of a personal maid; in the dining saloon, where the service is table d'hôte, one can, nevertheless, order special dishes prepared; one may have breakfast in bed, without extra charge or have luncheon brought to his deck chair by the deck steward if he prefers an al fresco meal; tea, an extra meal, is served every afternoon, and platters of dainty sandwiches are set out in the smoking room in the late evening. All of this is included in the ticket.

It is interesting, but after all not surprising, that it should be one of Great Britain's most successful merchant princes who has found it a sound business principle to render such service to patrons, and has made it a feature of the great department store that every American traveler has heard of and makes it a point to visit when he is in London.



OBSERVED AND NOTED . . . By The Editor

ON MAKING BOWS

It would be a pretty safe bet that any newspaper account of the launching of a ship will somewhere make use of the expression "made her bow." Reporters, in describing a launching ceremony, have universally adopted the terminology of the society editor writing of the debutante.

For many years I accepted it as just another figure of speech, and quite appropriate to the occasion. Then I really saw a launching, and found that the phrase was not a figure of speech at all but a graphic description of what really happens. The ship does "make her bow"—as pretty a bow as one could wish to see, if the launching of the SS. *Manhattan* is typical.

That slender, graceful new ship of the United States Lines, after sliding smoothly down the ways with perfect timing, dipped her tall, slim bow into the waters of the Delaware with what seemed like a deliberate and dignified, old-world curtsy as if in acknowledgment of the cheers of the spectators.

"Why, look at that," said a delighted and incredulous old gentleman who stood at my elbow, "she made a bow!"

I had to admit that she had indeed. It was not a figure of speech.

A RECORD

December 5 was a great day for the New York Shipbuilding Company and it must have been a happy one for Clinton L. Bardo and E. I. Cornbrooks, president and vice president of the New York Shipbuilding Company, which is building the *Manhattan*, and E. H. Riggs, naval architect, who designed the ship, and to whose skill her perfect deportment at her debut may be attributed.

The *Manhattan* behaved as if aware that "the liner she's a lady." She knew what was expected of her in the way of pretty manners.

At the same time this ship, the largest ever built in an American yard, established a record. Just 41 seconds elapsed from the time the great steel hull, 705 feet long, and weighing at the time 17,440 tons, started down the ways until she was water borne—a record speed for a launching, according to Mr. Bardo himself.

BACK STAGE

There was at least one spectator at the launching who saw a good deal more than appeared on the surface.

Long before the special train arrived at the yards of the New York Shipbuilding Company with the guests from New York, P. V. G. Mitchell, vice president of the International Mercantile

Marine Company, came down by motor from Summit.

In company with E. I. Cornbrooks, vice president of the shipbuilding company, he inspected the ship from stern to stern and their tour even included the pit under the launching ways.

Mr. Mitchell was particularly interested in the sound equipment which had been placed in the pit and well aft on the ways near the water's edge by the National Broadcasting Company so that the sound of the ship sliding down the ways, and entering the water would be a part of the nationwide broadcast of the event. With an announcer describing events as they took place on the platform where the sponsor stood, another announcer telling what took place at the launching trigger below the platform, and the actual sound of the moving ship being carried on the air waves, those who listened in "saw" some things the spectators missed.

"THE GRAND TOUR" AT 91

Mrs. Helen Muncy, of Halifax, doesn't believe in letting her 91 years stand between her and anything she wants to do.

She had never been abroad. That, she decided recently, was just what she most wanted to do. So she promptly bought a round trip ticket for Europe on the Red Star Line, good for two years, and set out aboard the *Westernland* in October, entirely on her own, to see what she could see.

Assistant Purser Leslie J. Fountain,

Max Imm Says:—



who saw her safely ashore at Havre, reports that Mrs. Muncy, a short, plump little lady, alert and energetic, who looks like a picture-book grandmother, never missed a meal on the voyage. She was always to be found wherever there was anything active or amusing going on aboard ship such as deck sports, horse-racing or dancing. She presented the prizes at the fancy dress ball with considerable gusto. She was the last to leave the ship's lounge at night, and politely but firmly refused to lean on gallantly proffered arms when going up or down companionways.

Mrs. Muncy intends to travel leisurely about Europe for two years and then have a look around Florida and perhaps California before she settles down again in Halifax, "to spend her declining years," we suppose she would put it.

A PICTURE BRIDE

The arrival of a bride-to-be at Montreal on the White Star liner *Laurentic* recently recalled the famous voyage of the "Mercer Girls," in 1866—a shipload of 400 young women from New England who went out to the then sparsely settled Washington territory where men outnumbered women 9 to 1, to become the wives of pioneers in the Puget Sound settlements.

The 1931 version of the story goes back to June, when Miss Annie Hignett, an operator in the Rochdale Cotton Mills, near Lancashire, decided she would like to both see the world and to get married.

Canada attracted her as a land of adventure, so she wrote a letter to Mayor Webb of Winnipeg.

A Yorkshireman named Palmer who is employed in the Canadian National Railways shops in Winnipeg saw the story in the paper, wrote to the mayor, and his letter was duly forwarded to Rochdale. Letters and photographs were exchanged between the two which evidently proved satisfactory, for Miss Hignett arrived at Montreal a few months later and Mr. Palmer was anxiously waiting on the dock to meet her.

In fact he was in Montreal two days before the liner was due.

Neither had difficulty in recognizing the other, as the bridegroom explained, "We had each other's photographs and she told me what kind of coat she would wear."

Three hours after the *Laurentic* docked they were married.

"Miss Hignett wanted to get out and see something of the world," the groom explained to friends after the wedding, "and I wanted an old-country girl. That's my type. Someone who can cook, not just open tin cans."

His bride smiled a capable smile.



THE OCEAN FERRY



Some Notable Passengers on Famous Ships



George M. Cohan, popular American actor, playwright and producer, on the Olympic



Leslie Howard and Betty Lynne, popular English stage stars who will appear in *The Animal Kingdom*, on the Olympic



Miss Muriel Kirkland, American actress who played the leading role in *Strictly Dishonorable*, on the Pennsylvania



James Rennie, star of the stage and screen, Monroe Owsley, screen star, Walter Lang, director of the James Cruze productions, and Phillips Holmes, star of the screen version of *The American Tragedy*, who arrived on Hollywood on the Panama Pacific liner *Virginia* recently



Adolph Menjou and his wife Katherine Carver, motion picture stars, on the Olympic



Frank Woody and Mrs. Woody, whom most of us know better as Helen Twelvetrees of the screen, on the Pennsylvania



Janet Gaynor, well known motion picture actress, on the Olympic



THE OCEAN FERRY



ROOSEVELT S. S. COMPANY TO OPERATE UNITED STATES LINES

ON December 8th, the Roosevelt Steamship Company announced that all arrangements for taking over the business of the United States Lines and the American Merchant Lines, had been completed, and that hereafter all business would be conducted from their offices at One Broadway, New York.

This announcement followed the purchase of the United States Lines by a representative group of American shipping interests under an agreement approved by the United States Shipping Board on December 4.

The new owners of the United States Lines fleet of ships include a notable group of Atlantic and Pacific coast steamship executives headed by P. A. S. Franklin, chairman of the board of the Roosevelt Steamship Company; Kermit Roosevelt, president, and John M. Franklin, and Basil Harris, vice presidents of the Roosevelt Steamship Company; R. Stanley Dollar, president of the Dollar Steamship Company; Kenneth D. Dawson, president of the States Steamship Company; William F. Humphrey, chairman of the board of the Associated Oil Company and George Hinkins, general manager in New York of the Dollar Steamship Company.

The Roosevelt Steamship Company will handle all operations, including booking of passengers and freight, through their offices and authorized agents throughout the United States, Canada and Europe.

The first sailing under the Roosevelt management was the departure of the *President Roosevelt* on December 9, followed by the *Leviathan* on December 12.

There will be no interruption in the regularity of sailings of these companies because of the change in owners.

The new company is building at Camden, New Jersey, two mammoth vessels for the Hamburg trade, the largest steamers ever constructed in the United States, and they have very important plans under consideration for further expansion and development of the American merchant marine, with the aid of the Shipping Board and allied interests.

The American public and shippers can feel satisfied that its premier American flag fleet is backed by the best experience and resources in the shipping world, and that the future of the American flag on the high seas is assured.

BELGENLAND CRICKET TEAM HEADS 1931 Y. M. C. A. LEAGUE

The cricket team of the Red Star liner *Belgenland* finished the season as winners of the Y. M. C. A. Cricket League of 1931. R. Richards, captain, A. T. Dixon, T. Randall, Joseph Todd, R. W. Mason, A. de Pont, S. Heath, R. Cook, W. Hoare, J. Whitehorn, A. Andrews and G. Rendall, composing the team, each received medals. Games won by the *Belgenland* team were played against the White Star liner *Cedric*, 70 to 30 runs; Anchor liner *California*, 90 to 33, and the Cunard liner *Laconia*, 62 to 33.

HISTORIC SPREAD EAGLE OF THE OLD AMERICAN LINE IS DEVICE CHOSEN FOR UNITED STATES LINES



Captain A. B. Randall, commodore of the United States Lines fleet, with officers of his flagship, *Leviathan*, and A. J. McCarthy, general manager of the Lines, with the new emblem, just before it was raised on the ship for the first time

WHEN the *Leviathan*, flagship of the United States Lines, departed from New York on December 12 for Cherbourg and Southampton the new houseflag of the line was flying from her mainmast. This was the first appearance of the new emblem, a white flag with a blue spread-eagle and the initials U. S. L. in navy blue, arranged in a triangle on either side and below the eagle.

The design was taken from the oldest steamship houseflag in the Atlantic. It was first flown sixty years ago when it was unfurled over the original ships of the American Line, plying between Philadelphia and Liverpool. This line carried the American flag continuously in the transatlantic passenger trade for more than half a century on ships that were famous as the crack liners of their time; whose names were household words for the travelers of two generations.

It was the only American flag steamship line to operate without interruption in the transatlantic service from its founding in 1871 to the war period, and during much of that time its ships were the only ones carrying the Stars and Stripes in that trade.

Many people think this flag disappeared from the seas with the withdrawal of the American Line from the transatlantic trade in 1923, but it has never ceased to wave over leading American ships.

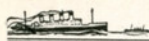
When the Panama Pacific Line was

revived after the war, the famous houseflag was transferred, along with two of its ships, the *Manchuria* and *Mongolia*, to this intercoastal line. Thus the blue spread eagle has flown continuously on American ships for 60 years.

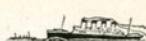
Since the American Line has played so important and glorious a part in the history of American shipping, it seemed particularly appropriate that the new owners of the United States Lines, who have combined to assure the future of the American flag on the high seas, should choose this old and honored houseflag which is known to thousands of Atlantic travelers as a symbol of Americanism and a guarantee of sound business principles and the highest type of ships and service.

The same houseflag with the initials A. M. L. will be flown on ships of the American Merchant Lines, which are a part of the United States Lines fleet.

CHESTNUTS from Italy and oysters from Chesapeake Bay, for stuffing turkeys; cranberries from Cape Cod to "sharpen with cloyless sauce" the West Coast Christmas appetite; figs from Smyrna and dates from Persia; old cheeses from England; edible snails—escargot—from French vineyards; game birds from Scotland and gilded gingerbread from Germany were among several tons of holiday delicacies included in the *Pennsylvania's* refrigerated cargo on her westbound voyage last month.



THE OCEAN FERRY



PANAMA PACIFIC TOURS TO CONVENTIONS ON WEST COAST

IN the matter of visitors, the Pacific Coast is due for a banner year in 1932. In addition to the usual quota of vacationists which this beautiful playground section of the country attracts every year, both summer and winter, thousands will journey to the coast as delegates to important conventions to be held there during the coming year.

The Panama Pacific Line is playing an increasingly important part in the transportation of convention delegates each year, because of the variety and scenic beauty of the water route between the east and west coasts. An unusually active program, therefore, is being planned for the three electric ships, *California*, *Virginia* and *Pennsylvania*. Land tours in connection with the rail and water round trip are an important part of the arrangements now under way.

Probably one of the largest gatherings of the year will assemble at Los Angeles to attend the Olympic Games, which are to be held from July 31 to August 14.

In connection with this event a deluxe tour is being organized by the Panama Pacific Line, to leave New York by special train on July 24 and return by the sea route on the *Virginia*, sailing from Los Angeles on August 15. This Eastern Athletic Clubs Tour is sponsored by the New York Athletic Club, Crescent Athletic Club, Boston Athletic Association and Pennsylvania Athletic Club. William V. McCarthy, 10 East 40th Street, is director of travel arrangements.

In connection with the 58th Annual Session of the Mystic Shrine at San Francisco, July 26, 27 and 28, an official Shrine tour has been arranged for members and their families and friends. The Shrine party will leave New York on the *California* on July 9, and return by rail over the northern route, visiting Ranier Park, Seattle, Vancouver, Banff and Lake Louise on the journey home.

An optional trip which will include a week at the Olympic Games is also being arranged. Members of this special tour will travel east on the Santa Fe Railroad and stop over at the Grand Canyon.

Two all-expense rail-and-water tours will be offered by the Panama Pacific Line in conjunction with the convention of the American Bankers Association to be held at Los Angeles, October 3-6.

One tour, which will consume 25 days, leaves New York, September 17, on the Panama Pacific liner *Pennsylvania* and returns by rail. The other tour party leaves New York by rail on September

WATERFRONT CHRONICLERS



JOHN KELLY OF THE HERALD TRIBUNE. Although he has never been seen to hurry, John Kelly, marine editor of the New York Herald Tribune, must cover a lot of ground for he doesn't miss a thing. Probably the reason why he finds out so much is because he does far more listening than talking.

23 and sails from Los Angeles, October 10, on the *Pennsylvania*.

For the American Legion convention at Portland, Oregon, September 12-15, a tour is being organized to leave New York for the west on September 5, traveling by rail via the Canadian Rockies, Banff and Lake Louise. After the convention this group will be taken on an extensive sightseeing trip through California and into Mexico, and sail for home on the *Virginia* from Los Angeles, September 26.

CATHOLIC JUNIOR LEAGUE HOLDS BALL ON LAURENTIC

BEFORE the White Star liner *Laurentic* sailed from Montreal on her last eastward voyage of the season before the closing of the St. Lawrence River to navigation, the liner was the scene of the annual ball of the Catholic Junior League of Montreal, one of the most important social events of the season.

Mrs. Paul Barre, president of the league, and members of the executive committee received the guests, who numbered more than 300. A buffet supper was served in the dining saloon during the entire evening. The ship's orchestra played for dancing.

MEMBERS OF REUTER TOURS HOLD REUNION IN BOSTON

THE all-expense post season European tours organized and conducted for the past four years by F. J. Reuter, of the Boston office of the International Mercantile Marine Company, have already become so much an institution that they now boast a sizable alumni membership. What is more, the Reuter alumni have held their first Grand Reunion.

A good representation from the tours of 1928, 1929, 1930 and 1931 foregathered on Saturday evening, November 14, at the Hotel Essex, Boston, for a get-together dinner.

The event brought a number of members from such distant cities as New York, Lewiston, Me., Poughkeepsie, N. Y., Providence, R. I., Springfield and New Bedford, Mass.

After a turkey dinner, Mr. Reuter, upon whom had been bestowed the title, "Shepherd of the Flock," welcomed the tour members and then introduced David E. Sprague, 1930, and Miss Helen C. Whiston, 1931, who led the community singing.

Lewis C. Harding, a member of the 1931 tour delighted the gathering with a showing of the motion pictures he had made on the trip. As it covered much the same ground that the other tours included it was of great interest to all those present, and of particular interest to the 1931 members, many of whom were amused to find that they had become movie actors unawares.

An impromptu concert by talented members from all the groups brought the first reunion of the Reuter Alumni to a close.

LAUDS CITY OF BALTIMORE FOR SERVICE AND VARIETY OF FOOD

FREDERICK T. DE COCK, manager of the Baltimore office, International Mercantile Marine Company, general agents for the Baltimore Mail Line, received a letter from Luther Bonnet Miller, in which he compliments the seaworthiness, food and service of the *City of Baltimore* on which he recently crossed to Havre. The text of his communication follows:

On board S.S. *City of Baltimore* Before disembarking at Le Havre, I feel it incumbent upon me to let you know my reactions toward this new service of yours.

This ship although encountering a severe storm rode extremely well without undue rolling or loss of mileage.

Both Mrs. Miller and I have been comfortable in our stateroom, which was always spotlessly clean.

Especially worthy of commendation is the steward's department. The menu consistently presented an ample variety of well cooked food which in turn was well served. I cannot compliment Mr. Hoover, the assistant steward, too highly for this efficient functioning of the dining room.

LUTHER BONNET MILLER

\$15,000 Worth of Pigeons

In the livestock quarters of the White Star liner *Adriatic* when she arrived at New York recently from Liverpool were 82 prize pigeons worth about \$15,000. They were consigned to the American Pigeon Club at Dorchester, Mass.

BRITANNICS WELL IN LEAD OF I. M. M. BOWLING LEAGUE

William D'Olier, secretary of the International Mercantile Marine Company bowling league which officially opened the 1931-32 season on October 27 at the Park Row bowling alleys reports a particularly active season this winter. Each year six teams are formed to bowl a schedule of 60 games over a period of 23 weeks. This brings together about 35 men, representing every department of the organization at 1 Broadway.

On December 15, with the season one-third over, the *Britannic* team, consisting of Kenneth F. Gautier, John F. McNally, Robert A. Ramsey, Dudley J. Lewis, and Peter T. McHugh was in the lead, having won 13 games and lost 7.

The standing of the six teams, which are named after the company's steamers, is as follows:

Team	Won	Lost	Average
Britannic	13	7	650
Minnetonka	9	7	562
Belgenland	11	9	550
Olympic	10	10	500
Majestic	8	12	400
California	5	11	312

The high team score is 841, bowled by the *Britannics*.

The high individual game to date was bowled by Robert Amussen of the freight department, a member of the *Minnetonkas*, who rolled 247.

Individual averages for the entire league are as follows:

Name	Games	Average
Kenneth F. Gautier	16	178
Felix C. Gautier	19	170
Robert Amussen	16	165
William J. D'Olier	20	162
Harry W. Conlan	16	162
Edward J. Weeks	20	161
John J. Bell, Jr.	20	156
Edward Griffiths	8	155
Charles F. Bradley	16	152
Joseph A. Meagher	16	152
John F. McNally	20	149
Joseph Gildersleeve	16	149
Howard J. Murray	12	149
David C. Ralston	20	147
Robert J. McNulty	20	144
George F. Hoefel	16	143
Dudley J. Lewis	20	141
Peter T. McHugh	20	141
George P. King	16	138
Donald I. Knowles	16	136
Robert A. Ramsey	16	135
Michael J. Corley	18	134
Irvine Cryans	8	134
John S. Crabb	12	130
Albert G. Ashcroft	20	129
Clyde R. Dixon	20	128
John P. Bolton	8	128
Lawrence W. Straber	12	116
Philip E. Ditzberger	19	114
Hugh Gastaldi	16	114

TRAVEL FILMS AVAILABLE

Two films have been prepared for exhibition throughout the world by the Travel Association of Great Britain and Ireland, a sound film, "Scenes and Pageantry in the British Isles," and a silent film, "Here and There in the British Isles." The sound film is a collation of 18 annual events, photographed by British Movietone news during 1930, with an introduction by the Earl of Derby, President to the Travel Association. To the accompaniment of much music and vocal enthusiasm the audience see the Trooping of the Colour, the Derby, the Lord Mayor's Show, the arrival of the King at the Football Cup Final, the Prince of Wales speaking in the open air, the Eisteddfod, and a dozen other events.

Correspondence should be addressed: Films, The Travel Association, 295 Madison Avenue, New York City.

SEABROOK MAKES A STRIKE AT THE I.M.M. BOWLERS



In a misguided moment the International Mercantile Marine Bowling League allowed Seabrook to look on at one of its weekly meetings. The ungrateful lad rewarded their hospitality by making these scurrilous drawings on his cuff. They are published here as a warning to anyone who may be thinking of offering him hospitality. We hope there were no refreshments served at the bowling club meeting for if there were our cartoonist is certainly guilty of biting the hands that fed him.

LUNCH FOR MISS TWELVETREES, FILM STAR, ON PENNSYLVANIA

BECAUSE Miss Helen Twelvetrees, screen star, was so delighted with the liner *Pennsylvania*, on which she traveled east from Los Angeles recently, the Panama Pacific Line gave a luncheon on board in her honor, a few days after her arrival. It was in the nature of an official welcome to the lovely film star from her New York friends of the motion picture world, and a celebration of the completion of her latest picture, "Panama Flo," which is soon to be released.

Luncheon was served in the main dining room of the *Pennsylvania*, and coffee and dessert in the ship's pleasant verandah cafe.

The young film star spoke most enthusiastically about the charm of the

sea trip from California and herself conducted the guests over the ship.

The guests included a number of well known New York motion picture critics, among them Rose Pelwick, New York Journal; Regina Crewe, New York American; Marguerite Tazelaar, Herald Tribune; Delight Evans, Screenland Magazine; Lois Bull, Evening Graphic; Moradant Hall, New York Times; John S. Cohen, New York Sun; Thornton Delehanty, Evening Post; Leonard Hall, Photoplay; Victor Talley, New York Times, and Fred Smith, Liberty Magazine.

Miss Twelvetrees came east with her husband, Frank Woody, to visit her parents and spent the Christmas holidays with them before returning to the coast to resume her screen work.



THE OCEAN FERRY



THE YOUNGER SET STEPS OUT



THE CHIEF STEWARD GIVES A PARTY

When James Reed, chief steward of the White Star liner *Adriatic* gives a party it is a signal for the young fry to do something pretty special in the way of haberdashery. Mr. Reed is shown here with some of his guests at a recent children's carnival when period costumes predominated. The lad who stands second from the left, however, seems to have gone modern, in an Empress Eugenie hat can be so called. The Ocean Ferry is indebted to Steward Edward Whitfield, of the *Adriatic* for this photograph.

MARINE SUPERINTENDENT OF WHITE STAR LINE RETIRES

THE retirement of Commodore Charles A. Bartlett, marine superintendent of the White Star Line at London, at the end of 1931, brought to a close 20 years of service with the line in that capacity.

During that period Commodore Bartlett became one of the best known and most popular figures in London shipping circles, and is said to have done more to further the interests of officers and men of the mercantile marine than any man since Samuel Plimsoll.

Commodore Bartlett, who is 63 years old, is one of the rapidly dwindling band of sailors who served their time in sail. After six years in the clipper ships of D. Bruce and Company, of Dundee, Scotland, he spent six years with the British India Company and in 1894 joined the White Star Line, in which he was to reach the highest rank, that of commodore. From 1903 when he obtained his first command, the *Germanic*, until 1912 when he was appointed marine superintendent, he had charge of a number of the more important White Star North Atlantic ships.

As an active member of the R.N.R. Commodore Bartlett saw service during the Great War from November, 1914, to December, 1915, on patrol work in the North Sea and from December, 1915, to the following November in command of H. M. Hospital Ship *Britannic*. When this splendid vessel, which was the best equipped hospital ship in service during the war period, met her end by torpedo in 1916 in the Aegean Sea, the commodore but narrowly escaped losing his life, being picked up out of the water after his command had taken her last dive.

From 1919 to 1921 Commodore Bartlett had the distinction of being an Aide

de Camp to King George V. He was one of the founders of the Honourable Company of Master Mariners and is now one of the Wardens of the Company. He was elected a younger brother of Trinity House in 1916.

DR. CHARLES W. ALLEN

DR. CHAS. W. ALLEN, ship's surgeon, for seven years in the employ of the Panama Pacific Line, on the steamships *Mongolia* and *California*, died Wednesday, November 25, at the home of his brother, Harris Allen, Hillegas Ave., Berkeley, California, after an illness of several months, culminating in cancer.

Dr. Allen was known to many travelers as an efficient practitioner and a retiring, kindly gentleman. He had won distinction in the marine medical world for a number of successful operations performed at sea under unfavorable conditions.

On feeling his health failing, he continued with his work against the advice of friends, saying that there was nothing in life more important than his work. His active duty ceased two months ago, and on the last outward voyage of the *California* he went West as a passenger, to pass his remaining days in California, which had been his home.

FRENCH RAILWAYS WILL LOAN TRAVEL FILMS TO AGENTS

Interesting travel films and lantern slides dealing with pictorial France have been prepared by the Railways of France and are available to agents for showing in local churches, lodges, clubs and libraries.

These films are loaned without charge except for return express charges, and are specially designed as sales propaganda for travel.

There are twenty-three subjects, covering all sections of France, and varying in length from five to ten minutes.

The films may be had by applying to Railways of France, 701 Fifth Avenue, New York.

PRaises BALTIC STEWARDESS FOR CARE OF 6 YEAR OLD SON

The following letter addressed to F. J. Reuter of the Boston office by Mr. F. S. Jenkins, expresses satisfaction with the care and attention given to his small son when the latter sailed alone on the *Baltic* from Boston.

11 Pond Street,
Marblehead, Mass.

I owe you my sincere thanks for the kindness and courtesy shown to my wife and child by all those concerned with the White Star Line when my son traveled to England on the *Baltic*.

I appreciate the care and attention he was shown on the voyage, and compliment you on the choice of person into whose charge he was given. I cannot speak too highly of Mrs. Sayles.

Thanks is also due to Robert Crawford for the kindness and tact shown when my wife was so undecided about allowing our son to go, after purchasing the ticket. After leaving the ship when our son sailed, and having seen for ourselves the comfort and service received on one of your liners, I felt perfectly happy and well assured of his having a safe and enjoyable time in your care. It gave me the utmost satisfaction in having had him travel on one of the White Star Line's splendid vessels.

I only hope as soon as circumstances permit my wife and I will return to England on one of your liners. In the future you can rest assured we will never forget our first experience of the fine way your patrons are treated. This perhaps expresses the appreciation that my wife and I feel towards the White Star Line officials.

F. S. JENKINS.

PETER JAMES OF CEYLON A VETERAN OF BALTIC'S CREW



PETER JAMES, bath steward on the White Star liner *Baltic* is probably the only Singalese sailing as a member of a ship's crew across the Western Ocean; at least he knows of no other. Moreover, it is quite probable that his record of 293 round voyages in the same steamer is one which would stand high among seafaring records.

The story of Peter's joining the North Atlantic service is interesting. He was born in 1895 at Point of Galle, island of Ceylon, located at the junction of the Bay of Bengal and the Indian Ocean just where, as Kipling has it, "it sets and smiles" at its brightest.

As a lad of 15 he shipped for England on one of the regular liners in the Far East trade. Then he joined the Dominion liner *New England* in which he made a cruise to the Mediterranean which incidentally, brought him the nearest home that he has ever been since he left.

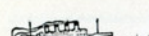
Immediately afterwards he joined the *Baltic*, in which steamer he has served continuously since.

Peter became very well known in the *Baltic's* crew, especially so because of her enormous popularity. For years she has had her regular patrons—people who crossed in her at least once every year—the Morgans, Carnegies, and Dana Gibsons, and members of these families, principally the younger ones, always remembered Peter. The latter recall him as a jolly playmate of their many voyages. His Eastern origin has given him a bronzed skin, jet black hair and eyes, and a cast of countenance which is characteristic of the native of Ceylon, or Singalese—the high forehead, curly hair, and finely proportioned features not found in natives of any other Eastern country.

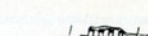
For these reasons and also perhaps, because he is a born gentleman, soft-spoken, precise and with a high conception of his duties and a great love for his ship, Peter has always been highly regarded by all those with whom his work has brought him into contact.

He estimates, conservatively, that he has prepared upwards of 250,000 baths during his service in the *Baltic*.

The honor of being the first child to be born at sea on the White Star motor vessel *Britannic* belongs to Merwyn Jones, whose parents, Mr. and Mrs. Tom P. Jones, of Llanelly, South Wales, crossed on the voyage of the vessel from New York on August 1st, 1931.



THE OCEAN FERRY



WHITE STAR LINE—RED STAR LINE
ATLANTIC TRANSPORT LINE—WHITE STAR CANADIAN SERVICES
LEYLAND LINE—PANAMA PACIFIC LINE
ROOSEVELT STEAMSHIP LINE—BALTIMORE MAIL STEAMSHIP COMPANY
International Mercantile Marine Company
117 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
Jan. 4 Majestic
Jan. 12 Olympic
..... Homeric	Jan. 13
Jan. 29 Majestic	Jan. 20
Feb. 19 Majestic	Feb. 10
Mar. 11 Majestic	Mar. 2
Mar. 18 Olympic	Mar. 9
Apr. 1 Majestic	Mar. 23
Apr. 8 Olympic	Mar. 30
Apr. 15 Homeric
Apr. 22 Majestic	Apr. 13
May 6 Olympic	Apr. 27

New York—Cobh—Liverpool

From New York	From Liverpool
Jan. 2† Baltic
Jan. 15† Adriatic	†† Jan. 2
Jan. 29† Baltic	† Jan. 16
Feb. 12† Adriatic	†† Jan. 30
Feb. 26†* Baltic	† Feb. 13
Mar. 11† Adriatic	†† Feb. 27
Mar. 25†* Baltic	*† Mar. 12
Apr. 2 Britannic
Apr. 9† Adriatic	†† Mar. 26
Apr. 16 Doric	Apr. 2
Apr. 23†* Baltic	*† Apr. 9
Apr. 30 Cedric	Apr. 16
May 7 Britannic	Apr. 23

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

†Calls at Boston.
††Via Belfast and Glasgow.
*†Via Galway.
†Halifax.

MEDITERRANEAN CRUISE

New York to Las Palmas, Casablanca, Gibraltar, Algiers, Palermo, Naples, Monte Carlo, Barcelona, Madeira and New York (28 days)
Britannic.....Jan. 9

WHITE STAR LINE—CANADIAN SERVICE Montreal—Quebec—Liverpool

†From Montreal and Quebec	*From Liverpool
Apr. 30 Laurentic	Apr. 15
May 14 Doric	Apr. 29
May 28 Laurentic	May 13

*Via Belfast and Glasgow.
†Via Glasgow and Belfast.

RED STAR LINE

Plymouth—Havre—Antwerp

From New York	From Antwerp
Jan. 15† Pennland	†Jan. 1
..... Belgenland	Jan. 8
Jan. 29† Westernland	†Jan. 15
Feb. 11† Pennland	†Jan. 29
Feb. 26† Westernland	†Feb. 12
Mar. 25† Pennland	†Mar. 11
Apr. 1 Lapland
Apr. 8† Westernland	†Mar. 25
Apr. 15 Belgenland
Apr. 22† Pennland	†Apr. 8
May 6 Westernland	†Apr. 22
May 13 Lapland	Apr. 29
May 20 Pennland	†May 6

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

†Also calls at Halifax.

BALTIMORE MAIL LINE

Baltimore—Norfolk—Havre

From Baltimore	From Hamburg
..... City of Newport News	Jan. 1
..... City of Baltimore	Jan. 8
..... City of Norfolk	Jan. 15
Jan. 6 City of Havre	Jan. 22
Jan. 13 City of Hamburg	Jan. 29
Jan. 20 City of Newport News	Feb. 5
Jan. 27 City of Baltimore	Feb. 12
Feb. 3 City of Norfolk	Feb. 19
Feb. 10 City of Havre	Feb. 26

PANAMA PACIFIC LINE

New York—San Francisco

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

From New York	From San Francisco
..... California	Jan. 2
..... Virginia	Jan. 16
Jan. 9 Pennsylvania	Jan. 30
Jan. 23 California	Feb. 13
Feb. 6 Virginia	Feb. 27
Feb. 20 Pennsylvania	Mar. 12
Mar. 5 California	Mar. 26
Mar. 19 Virginia	Apr. 9
Apr. 2 Pennsylvania	Apr. 23
Apr. 30 Virginia	May 21
May 14 Pennsylvania	June 4
May 28 California	June 18
June 11 Virginia	July 2

ATLANTIC TRANSPORT LINE

*From New York	†From London
Jan. 30 Minnetonka	Jan. 16
Feb. 13 Minnewaska	Jan. 30
Mar. 12 Minnewaska	Feb. 27
Mar. 26 Minnetonka	Mar. 12
Apr. 9 Minnewaska	Mar. 26
Apr. 23 Minnetonka	Apr. 9
May 7 Minnewaska	Apr. 23
May 21 Minnetonka	May 7
June 4 Minnewaska	May 21

*Via Cherbourg.
†Via Boulogne.

SHORT CRUISES

Lapland	Week End	Jan. 2
Olympic	Nassau	*Jan. 7
Lapland	West Indies	††Jan. 7
Britannic	Week End	Jan. 8
Britannic	West Indies	†Jan. 14
Lapland	West Indies	††Jan. 21
Britannic	West Indies	††Jan. 28
Lapland	West Indies	††Feb. 4
Britannic	West Indies	††Feb. 10
Lapland	West Indies	††Feb. 18
Britannic	West Indies	††Feb. 26
Lapland	West Indies	††Mar. 3
Britannic	West Indies	††Mar. 15
Lapland	West Indies	††Mar. 17

* 4 days † 5 days †† 15 days ††† 12 days
††† 16 days ††† 11 days

AMERICAN PIONEER LINE

New York to Karachi, Bombay, Colombo, Madras, Calcutta. (Via Suez Canal).
M.S. Unicoi.....Jan. 30

MEDITERRANEAN CRUISES FROM GREAT BRITAIN

Liverpool to Lisbon, Gibraltar, Barcelona, Monte Carlo, Palma, Algiers, Tangier and Southampton (19 days).
Laurentic.....Feb. 6
Southampton to Lisbon, Gibraltar, Barcelona, Monte Carlo, Palma, Algiers, Tangier and Liverpool (19 days).
Laurentic.....Feb. 27
Liverpool to Vigo, Casablanca, Tangier, Algiers, Palma, Gibraltar, Lisbon and Liverpool (15 days).
Laurentic.....(Easter Cruise) Mar. 24

To lose "WINTER GROUCH"

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"A winter vacation is being looked upon as a necessity for rebuilding the wear and tear on the nervous system caused by the stress of modern business and professional life."



WEST INDIES SUNSHINE

● Now is the time to shake off those shivers . . . to rest and relax in the warm sunshine of delightful islands where summer spends the winter. Cruise headquarters offers a variety of carefully

planned cruises to fit *your* convenience at prices to suit every purse. Sail South into the sunshine on famous and luxurious transatlantic liners . . . Sandwich a bit of summer into the winter season!

Jan. 7—S.S. Lapland12 days—\$125 (up)
 Jan. 7—S.S. Olympic 4 days—\$ 50 (up)
 Jan. 14—M.V. Britannic11 days—\$135 (up)
 Jan. 21—S.S. Lapland12 days—\$125 (up)
 Jan. 28—M.V. Britannic11 days—\$135 (up)
 Feb. 4—S.S. Lapland12 days—\$125 (up)

Feb. 10—M.V. Britannic16 days—\$190 (up)
 Feb. 18—S.S. Lapland12 days—\$125 (up)
 Feb. 26—M.V. Britannic16 days—\$200 (up)
 Mar. 3—S.S. Lapland12 days—\$125 (up)
 Mar. 15—M.V. Britannic16 days—\$190 (up)
 Mar. 17—S.S. Lapland12 days—\$125 (up)

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