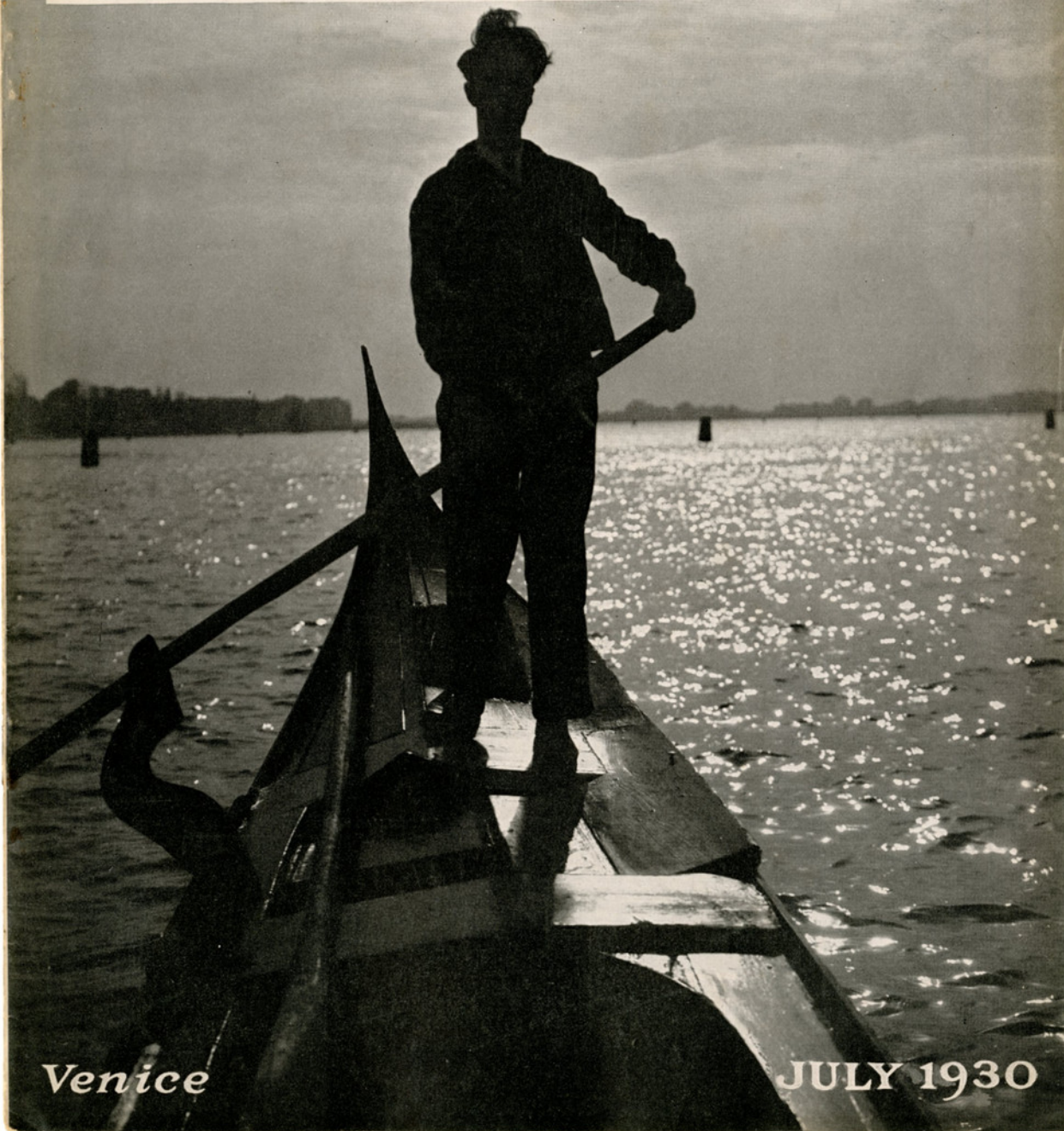
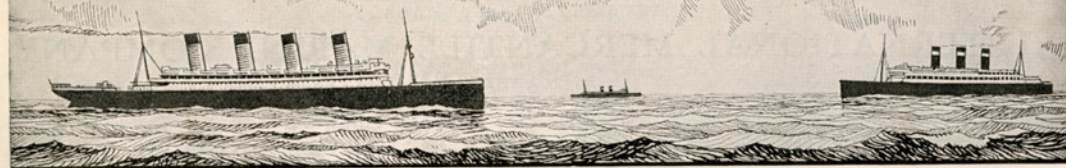


THE OCEAN FERRY



Venice

JULY 1930

THE OCEAN FERRY

PUBLISHED MONTHLY BY THE

INTERNATIONAL MERCANTILE MARINE COMPANY

FOR THE

AMERICAN LINE, ATLANTIC TRANSPORT LINE, LEYLAND LINE, PANAMA PACIFIC LINE,
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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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NEW YORK, JULY, 1930

No. 10

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HEADING MAJESTICALLY FOR THE OCEAN HIGHWAY

This unusual photograph shows the *Britannic*, Britain's largest motor vessel, moving slowly through a calm sea off the Irish Coast on her way to Liverpool. The setting sun, giving the effect of moonlight, brings out clearly the splendid lines of the world's largest cabin liner—the magnificent contour which caused the American press unanimously to call her the "Beautiful *Britannic*." The picture shows her on her way from the yards of Harland and Wolff, the well-known shipbuilders at Belfast. The *Britannic* took her place in the New York-Liverpool service of the White Star Line in June, sailing from the English port on the 25th of the month for her maiden voyage.

SEABROOK CALLS ON THE HOMERIC'S PURSER



Purser W. GREENSLADE, of the White Star Liner HOMERIC, whose tilted cap is one of the most famous sights on the Western ocean! The HOMERIC's great bulk is just as familiar in the Mediterranean as it is on the Atlantic, for she is the largest and finest steamer regularly cruising here. The boatmen of Alexandria all wear their turbans in the "Greenslade manner!"

TWO POLISH PARTIES EXPRESS GRATITUDE TO I. M. M. COMPANY

THE successful handling of large group movements of passengers requires special skill and experience and the perfect functioning of carefully arranged plans. It is, therefore, gratifying to receive cables like the two quoted below, which came from the leaders of two groups of Polish excursionists, numbering 300.

DANZIG, JUNE 4
ON THE HAPPY ARRIVAL OF THE POLISH ROMAN CATHOLIC EXCURSION AT GDYNIA, WE, THE LEADERS OF THE EXCURSION, ON BEHALF OF ALL THE MEMBERS, WISH TO THANK THE WHITE STAR LINE FOR A MOST PLEASANT VOYAGE ON THE RMS HOMERIC. THE SERVICE AND ATTENTION GIVEN

ON THE HOMERIC WAS EXCELLENT AND OUR RECEPTION IN LONDON BY THE WHITE STAR LINE WAS WONDERFUL. WE WISH TO CONVEY TO ALL THOSE WHO HAVE SERVED OUR COMFORT OUR BEST THANKS.
BISHOP JOZEF PLACENS, REV. M. GANNAS, REV. VINCENT BORKOWICZ, REV. JAN RACZYNSKI, REV. EDMUND LUKASIEWICZ, REV. J. TORZEWSKI, JOHAN OKRAY.
LONDON, JUNE 16
IN THE NAME OF THE POLISH ARMY VETERANS ASSOCIATION OF AMERICA, PLEASE ACCEPT BEST THANKS AND APPRECIATION FOR SERVICES RENDERED BY YOUR STAFFS ON THE RED STAR LINER PENLAND AND ON SHORE. THE ATTENTION AND ARRANGEMENTS TO RENDER THE TRIP TO OUR NATIVE COUNTRY A PLEASURE HAVE SURPASSED ALL EXPECTATIONS AND WE WISH YOU AND YOUR COMPANY THE BEST OF LUCK. THE RECEPTION GIVEN US IN LONDON WAS THE MOST PLEASANT SURPRISE TO ALL.
WACLAW RZEWSKI, PRESIDENT.

WHAT THE N. Y. PRESS SAID ABOUT THE NEW BRITANNIC

Veteran passenger agents who inspected the *Britannic* after her arrival said they had never seen tourist third cabin accommodations so elaborately laid out and furnished and with such practical arrangements for the serving and cooking of the food. The third class has a smoking room, lounge, library, bathroom and an artistically decorated children's playroom.

—New York Times.



The words of praise spoken in her favor were not the impersonal statements that fell casually from the lips of committee members when New York's 7,000,000 make an hospitable gesture. From the heart yesterday issued words of laudation for the *Britannic*—from the heart of the ship's master, the President and two Vice-Presidents of the company that built the ship, and last from the modest heart of her designer.

Fall as they may, those compliments, the *Britannic* is English, stalwart, self-assured. She can take praise as it comes. She has reason to expect it. Her strength hidden below in the foundations of two 10,000 horse-power oil motors, is finished off sleekly above.

Her blunt, oval stacks look down on generous decks and aft at a cruiser stern. She is all electric: winches, ventilation, cooking, steering. The walls of her public rooms are finished in a recently developed stucco, modern, restful. She has a novel system of summoning service: lights, not buzzers. She is the dream an English maiden might dream of herself in Paris clothes. She is the *Britannic* (B-for-Beauty).

—New York World.



The *Britannic* looks more like a palatial motor yacht than a cabin liner, with straight stem, cruiser stern with two rakish pole masts. Her two squat oval funnels, on the lines of the *Bremen* and *Europa*, are set far apart.

These features, accentuated by a generous sweep of high, sheltered decks, indicate the revolution that is occurring in shipbuilding today.

—Evening World.

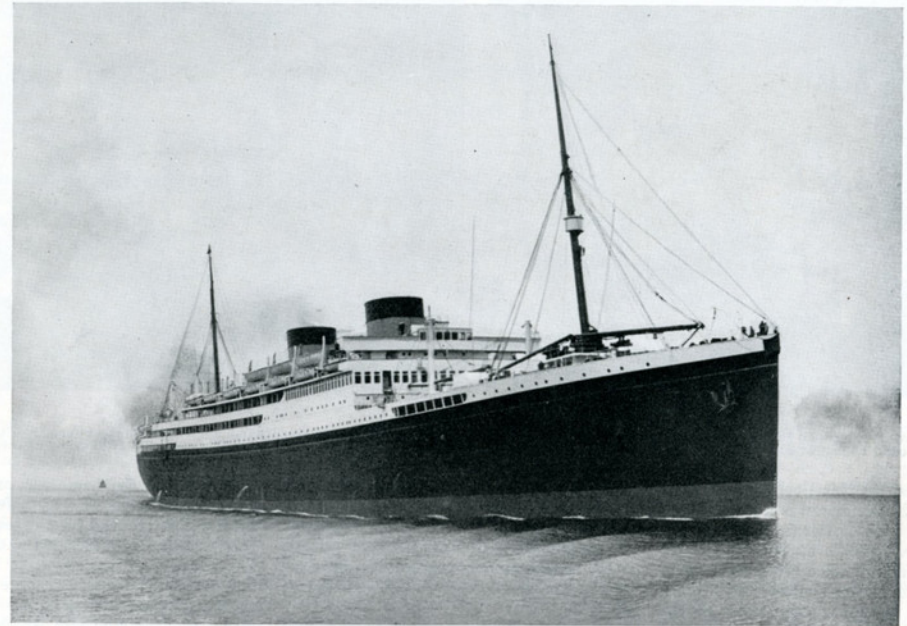


Latest debutante among the society ladies of the North Atlantic, the White Star Line motorship *Britannic* concluded her maiden trip from Liverpool to New York this morning.

In conveniences and decoration, the *Britannic* is the last word, from her lighting system for calling the steward to the Tudor perfection of her smoking rooms, which are done in the style of an Elizabethan mansion.

—Brooklyn Eagle.

NEW YORK GREETS THE WORLD'S LARGEST CABIN LINER



THE NEW WHITE STAR MOTOR VESSEL BRITANNIC

WITH her raked poles carrying lines of gay pennants that reached from stem to stern and snapped briskly in the light summer breeze of an ideal July morning, her superstructure dazzling white in the brilliant sunshine, the new 27,000-ton White Star liner *Britannic*, the world's largest cabin liner and Britain's greatest motor vessel, moved slowly up New York harbor to her North River pier on July 7, on her maiden voyage from Liverpool. Her deep-voiced siren answered the greetings shrilled and roared from the whistles of every craft along the route, from tugboat to ocean liner, and most of her passengers were on deck to wave fluttering handkerchiefs at the crowds gathered at the Battery to see the new vessel, and at commuters who had grandstand seats on ferry boats crossing from Jersey.

The *Britannic* reached Quarantine at midnight July 6, after a run of 7 days, 13 hours and 35 minutes, and anchored there for the night. She was the first vessel of a large waiting fleet to be passed by the health officials, and was boarded by an unusually large crowd of ship news reporters and press photographers.

On the trip from Quarantine passengers commented freely on the absence of vibration, even when she was jockeying



A UNIQUE GROUP OF CAPTAINS

On board the *Britannic* on her trial trip were, left to right: Commodore Sir Bertram Hayes, of the first White Star Liner *Britannic*, built in 1874; Commander F. F. Summers, of the new and third *Britannic*, and Commodore C. A. Bartlett, who commanded the second *Britannic*, which was lost in the World War

for position off Pier 60, North River.

On the pier, awaiting the *Britannic's* arrival were P. A. S. Franklin, president of the International Mercantile Marine Company, P. V. G. Mitchell and Frederick Toppin, vice-presidents, and James S. Mahool, passenger traffic manager. Mr. Franklin and his party, after inspecting every nook and cranny of the vessel, announced that they regarded her as the finest cabin ship in the transatlantic service.

Captain Frederick F. Summers, who has commanded many White Star steamships, said that the new motor vessel was the finest ship he had ever taken out of Liverpool.

"There can be nothing but praise for the sea-going qualities of this splendid vessel," he said. "From the commander's point of view she handles magnificently and is exceedingly easy in a sea way. From the passenger's point of view she creates the impression of fine weather all the way. The weather conditions during the maiden voyage were not wintry but there was sufficient variety of rough and smooth to test the character of the craft. To the passengers as well as to the crew, the staff and myself, the traveling appeared uniformly smooth. What more can be said? Of the many ships which have crossed the Atlantic on their maiden voyages surely none could have left a better impression in the minds of all on board. The supreme note is that of comfort and freedom from disturbing motion of any sort—no annoying pulsations, no violent heaving or rolling, nothing but smoothness, steadiness, quietude—the last word in pleasant ocean travel."

The *Britannic's* arrival aroused exceptional interest in the American press. American newspapers have published much on the need of *de luxe* cabin liners, and the largest and most luxurious vessel of that class has attracted the attention of leading editors throughout the United States.

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TWO OF THE CHARMING PERIOD ROOMS IN CABIN CLASS

Left: The dining saloon in Louis 14th Style is two decks high in the center, with richly decorated archways and coffered ceiling. Right: The card room, at the forward end of the promenade deck, is decorated in the French Gothic style, in rich color effects

In response to this lively interest expressed by the American newspapers, the White Star line entertained at dinner aboard the *Britannic* on the evening of her arrival about 200 representatives of the press, including editors of leading newspapers in many large cities of the United States and the ship news reporters who cover the arrival and departure of all liners in New York.

Public interest in the *Britannic* was so unusually keen that the company arranged for a public inspection and tea on Tuesday, July 8, between 10 A.M. and 6 P.M. Throughout the interval, thousands of persons flocked to the Chelsea Piers and spent considerable time aboard the new vessel.

On Wednesday, July 9, the freight de-

partment was host to several thousand shippers at a buffet luncheon. Representatives of all the company's district offices and about 700 agents from various parts of the country were entertained at dinner and inspection on the evening of July 10.

The *Britannic's* departure from Liverpool was one of the outstanding events in the history of the great port. Never has there been a larger throng at the landing stage to wish God-speed to a liner. It was not in numbers alone that the departure was noteworthy, for the enthusiasm of the company's guests as well as that of the thousands of visitors who flocked to the banks of the Mersey was intense and hearty. From 2:30 P.M. until 3 P.M., the hour of departure, the

sailing of the *Britannic* was broadcast to the entire world. Shortly before she cast off her lines to head for the sea the vessel received the civic blessing of the Deputy Lord Mayor of Liverpool.

Another interesting feature of the departure celebrations in honor of the new vessel was the trial trip which was made June 22 with a large party of guests that included three captains who commanded the three White Star liners to bear the name *Britannic*. They were Commodore Sir Bertram Hayes, former commander of the White Star liner *Majestic*, who during the Boer war was master of the first *Britannic*, built in 1874, Commodore C. A. Bartlett, now marine superintendent at Liverpool, who was in command of the second *Britannic*, which was tor-



TWO MORE VIEWS IN CABIN CLASS

Left: The smoking room, a reconstruction of a Tudor room in an Elizabethan mansion, has a particularly interesting fireplace. Right: A view of the long gallery, in the William and Mary period, which forms an indoor promenade

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pedoed in the Aegean Sea during the World War; and Captain Summers, master of the present motor vessel which bears the historic name.

Speaking at the dinner during the trial trip, A. B. Cauty, director and general manager of the line, said that in keeping with its policy of giving the increased comfort and steadiness that goes with size, the company had, since the launching of the *Oceanic* in 1899, always included in the fleet the largest vessel in the world, owning in succession the *Celtic*, *Cedric*, *Baltic*, *Adriatic* and *Olympic*, while the *Majestic* was still the largest steamship afloat. "The development of transatlantic travel," said Mr. Cauty,

"has led to the transfer to the Channel ports of the large express steamers, but the White Star Line has consistently maintained in service the largest vessels sailing out of Liverpool. That distinction has now passed from the *Adriatic* to the *Britannic*."

Built at a time when the science of marine engineering and ship propulsion is proceeding at rapid pace, the *Britannic* enters the merchant service an outstanding product of the best engineering minds in Europe—the "last word" in ship construction.

In appearance, the *Britannic* is quite different from anything that has yet left a British shipyard. She is modelled on distinctly modern lines, with straight stem, cruiser stern and two pole masts, slightly raked. These features, accentuated by two huge squat oval funnels set



THE CHILDREN'S PLAYROOM IN TOURIST THIRD CABIN

far apart and surmounting a great sweep of lofty sheltered decks, suggest the solidity and power that are in her, and easily make her one of the most striking vessels in the transatlantic service.

The new motor vessel was built in the famous shipyards of Harland and Wolff, at Belfast, Ireland, where the first *Britannic*, a 5,000-ton vessel, left the ways in 1874. Here also was constructed the second *Britannic*, which was torpedoed early in the World War.

The new *Britannic*, which looks like a huge palatial motor yacht, is 680 feet long; has a beam of 82 feet, a moulded depth of 44 feet, and is of 27,000 tons gross register.

She has accommodations for 1,550 passengers divided equally into three classes: cabin, tourist and third class. Being a motor vessel, there has been a great

saving in the space allotted to propulsive machinery in other types of vessels.

In the cabin class, the *Britannic* can carry 500 passengers, comfortably housed in attractive staterooms, artistically furnished and resembling much the bedroom of the modern home. Some of these accommodations are arranged in suites on A Deck, in varying schemes of color and decoration. Each suite has a lobby connecting the various rooms, a recess for trunks and other baggage, and private bath panelled in pastel colors.

Luxurious Public Rooms

Although the *Britannic* is designated as a cabin liner, she is as luxurious and perfectly appointed as many of the modern first-class ships that have come into service in recent years.

Tourist cabin is a modified form of the accommodations of the cabin class. While not as elaborate as the latter, the public rooms and staterooms of tourist class are comparable with first class accommodations of only a few years ago.

All staterooms in all classes are equipped with hot and cold running water and the cabin baths have hot and cold showers.

Smoking Room for Engineers

A novel feature of the *Britannic* is a smoking room in the forward funnel, for the engineers, about six feet above the boat deck, along the lines of a penthouse. The roof slopes like an inverted tent from the top and has a small frosted skylight

(Continued on page 14)



IN TOURIST THIRD CABIN

Left: Beamed walls and ceiling, comfortable leather chairs and bright draperies make the smoking room a friendly apartment. Right: The tourist dining room, which has tables for two, four or six people



EDITORIAL COMMENT

THE BRITANNIC IS NEWS

THE New York newspapers are generally regarded as "hard-boiled." They are not given to over-enthusiasm, or to turning handsprings. Four times as much news as can be used comes to the city desk of any one of the dailies during any 24-hour period, and it takes a pretty good story to make the headlines, and an outstanding piece of news to rate pictures and streamer headlines.

The accounts, therefore, of the White Star Line's new motor vessel *Britannic*, which appeared in New York papers on the day following her arrival on her maiden voyage from Liverpool, were particularly gratifying, for it is seldom a new ship is the object of so many pretty speeches from the press, or is given so much space.

With many of the stories carrying four or five column headlines, and all of them accompanied by from one to four photographs of the ship, the captain and the public rooms and broad decks, it would be difficult to believe that there is more than a small percentage of New Yorkers who do not know that the White Star Line has something very special in the way of a cabin ship.

If conclusive proof is needed that the *Britannic* is the premier liner of her class, the opinions of the American papers, some of which are reprinted elsewhere in this issue, are indeed substantial evidence of the fact.

JAPAN'S WAY

FROM Tokio comes a new note in the international chorus of greetings to the tourist. While other countries describe their charms to lure the traveler, and leave his entertainment in private hands, Japan takes a long step ahead by making the traveler a guest of the nation.

Americans who visit Japan on the *Belgenland's* annual world cruise are impressed by the efficiency of the Japan Tourist Bureau and the government railways in ministering to their comfort. The executives who handle the routing of the various sight-seeing parties from the *Belgenland* work with perfect knowledge of what should be done for their guests. The officials assigned to go with the parties are no less than travel experts.

This efficiency in handling tourists has distinguished Japan for some years. Now comes evidence of further development, in an announcement by the Japan Tourist Bureau of the establishment by the

Japanese government of a Bureau of Tourist Industry, under the control of the national railway administration, and directed by the Railway Minister and a "Committee of Tourist Industry, composed of experts and savants."

Says the announcement:

The new bureau will seek to give guidance and help to the tourist industry in general, to improve hotel and transportation facilities, advertise scenic beauty and provide conveniences for foreign tourists, so that they may derive the utmost pleasure and profit from their visit and feel more at home while traveling in Japan. For the improvement of hotel accommodation, the bureau will make arrangements, through the Finance Ministry, to advance loans to hotels on easy terms. The bureau also will pay attention to the improvement of native products favored by foreigners.

Here is tourist trade promotion on an advanced plane—the treatment of tourist travel as a national business, as worthy of government support as railways, mines or public works.

TRAINING

THE Graduate School of Business Administration of Harvard University, in training young men has given special attention to transportation, that vital part of national activity which less than twenty years ago had to work with raw material and do its own training.

Courses in the business of transportation by sea as well as by rail, are now appearing in the curriculum of the leading universities where economics is popular with undergraduates.

With the United States endeavoring to rehabilitate its Merchant Marine and American colleges developing courses in general transportation, undergraduates of the universities of America are giving serious consideration to the selection of careers in the service of sea transports.

All this is a wholesome and welcome indication of growth in the shipping business. The college graduate in these days is considered by managers better material to shape to business ends than the hostages to fortune that formerly came to their hand in the form of growing office boys.

Increasing numbers of college men in the International Mercantile Marine Company's employ attests the new trend in developing personnel in the shipping business. Most of the newcomers wish to enter the offices on shore, but not a few want to go to sea. Places can be found for both, and when the candidate proves unafraid of work, the return to the company usually is gratifying.

COMMODORE MARSHALL

FEW men outside the pale of public life will be missed more than Captain William Marshall, late commander of the *Majestic*. Scarcely had the honored band of commodore been sewn upon his sleeve when death called him—called him young in years but old in crowded faithful service to country and to line.

Only his shipmates in the Royal Navy could know the strain that was his through four long years of war patrol upon the sea. His untimely passing was the toll of the high command. Back again in the merchant service when the great war was won, he took up his task where he had left it for the call to arms.

Honored by his king, advanced to the highest rank by his company, he lived at least to know the high esteem in which he was held. He paid the price of war as fully as those who fell in action.

Captain Marshall was more than a handsome man. The strength and radiance of his countenance compelled attention, inspired confidence. A retiring man who shrank from public acclaim, honors came to him through the sheer force of his great ability and outstanding personality. To the casual observer he seemed shy. To those fortunate enough to penetrate the barrier of a seeming aloofness he was the charming steadfast jovial friend.

It is needless to speak of his skill as a commander. That is recorded in the archives of his country. He knew the sea; he knew ships and the men who manned them. He was master of any problem that might arise upon the sea.

A firm but kindly executive, Captain Marshall was the friend of the sailor-man. He could maintain stern discipline without the use of pressure, through the very strength of his personality, and the loyalty he inspired. On all ships of his command the crews had an abiding faith in his sense of justice; they served him well because it was the thing they wished to do.

The many published photographs of the late commander and the generous space accorded to his death in the crowded pages of the newspapers of America is a significant tribute to his high regard on this side of the Atlantic.

The merchant service of the world, regardless of flag, has sustained a loss in the passing of Captain Marshall, gentleman, master.

PURSER—MODEL 1850

OLD BILL BARLEY, "flat on his back like a drifting old dead flounder," in his lodgings by Mill Pond Bank, near the Old Green Copper Rope Walk, Chink's Basin, in East London's dreary waterside, consumed by rum and rheumatism, and roaring oaths until the rafters vibrated, has been accepted by lovers of Dickens as a type of the ship's purser of the middle nineteenth century. You can't help liking the picture of the rough old relic of sailing-ship days lying in his bed and sweeping the river with his telescope, serving himself with grog from a little tub by the bedside, or measuring out the daily ration of stores for himself and his pretty daughter, from a supply kept on shelves within reach.

This gusty old sinner doubtless was representative of his brethren of the old sailing days, when pig-tailed seamen and captains in knee breeches and wigs were part of the picture.

ANOTHER PICTURE

The purser of today does not measure out stores. He is the big ship's man of business, attending to a thousand and one complicated duties connected with the customs, immigration laws and port regulations of various countries. He acts also as a treasurer and accountant, with a staff of assistants under him.

Further, he is charged with the important duty of entertaining passengers on the voyage, and in these days when the public's taste is educated by diversions of many kinds, this is no simple matter.

On vessels carrying passengers well versed in social usage, and quite as much at their ease on the luxurious modern liner as they would be in their own club, the purser lacking social training and *savoir faire* is at a disadvantage.

MODEL 1930

It would have been inconceivable to the Bill Barleys of the old days that a college graduate should become a ship's purser.

Yet college men today find congenial employment in this calling, and as a matter of course, come to their complicated duties in the modern liner's business organization with well-developed intellectual equipment.

While it would not be fair to call the college-bred purser the mental superior of veterans of the guild, it is admitted that as a rule they arrive at the top more quickly than men who toil up from boyhood jobs to reach their goal.



OBSERVED AND NOTED . . . By The Editor

The Panama Pacific Line is notable for its college-bred pursers.

William G. Gilfillan, senior purser of the line, who is now on the *Virginia*, is a graduate of Notre Dame, and in college was a track and football star.

Mr. Gilfillan went direct from college to the purser's office of the *Mongolia*, in the American Line service between New York and Hamburg. He next became purser of the Atlantic Transport tourist liner *Minnekahda*, and from her was transferred to the Panama Pacific Line.

The purser of the *Pennsylvania*, Robert G. Tolman, holds a master's degree from the University of Illinois.

Leaving college as a freshman in 1918 he served overseas with the 130th U. S. Infantry. He resumed his studies after the armistice and majored in business administration, the thesis for his master's degree being "Marine Transportation."

Associated with Mr. Tolman in the purser's department of the *Pennsylvania* are Adrian Murphy, graduate of Princeton, class of '27, and Linwood N. Jones, Virginia Polytechnic Institute, class of '28.

YOUNG TRAVELERS

"Well, they took over sixteen-week-old twins to Liverpool on a pillow, they ought to be able to take care of a three-year-old child!"

This remark of a neighbor brought joy, recently, to the heart of a man in a small New Jersey town who was longing to see his young daughter, then living in England. She was three years old and had been with her father's people since her mother's death, some two years past.

"Try the White Star Line," urged the neighbor. "Infants or youngsters, it makes no difference."

The man from New Jersey tried the White Star Line and a month later the little girl was safe in his arms in New York. Her only tribulation came at the end of the voyage when she had to part with the stewardess who watched over her throughout the run from Liverpool.

The hundreds of unaccompanied children transported by steamships of the International Mercantile Marine Company's fleet have been its best boosters.

THE SHIP MOTHER

Ninety percent of the junior travelers are accompanied by parents or guardian, but the number of unaccompanied children using I. M. M. ships is increasing yearly, due to the word-of-mouth indorsement spread by parents whose children have traveled alone.

A mother, naturally, will hesitate at

first to let a precious youngster go alone on a 3,000-mile voyage. But the reluctance, normal though it be, is not well founded, for the facilities for the care of the child aboard ship are often better than some parents are able to bestow upon children in the home.

The stewardess with whom the children are intrusted is, in many cases, a mother herself, and all are selected because of their particular experience in child welfare. It is a touching sight to see a little one clinging to her "ship mother" at the end of the voyage when relatives come to take her away. It is a manifestation of the child's trust and its display of affection for one who has been kindly. The so-called "stranger" of the first day at sea is the youngster's devoted friend at the end of the ocean journey.

SOME FIGURES

Last year, the White Star fleet alone, in the American, Canadian and Australian services, carried 10,627 children. The transatlantic service to New York transported 7,426, of which 531 were infants. One striking instance of the excellent care of children at sea was the safe conduct of the four-month-old O'Brien twins taken from Boston to Liverpool last year on the *Cedric*. In a room to themselves, the babies were constantly attended by Mrs. Mann, a special stewardess. They were well and sprightly on arrival, thriving on the regular daily feedings of specially prepared milk hermetically sealed in the ship's refrigerator.

Westbound traffic claimed the larger number of children during 1929. Ships of the Liverpool and Southampton services carried to New York 4,285 children and 282 infants, while the eastbound movement had 2,610 with 249 infants.

Third class had the largest number of junior travelers; next in order being tourist, second and first.

Early in its career the White Star Line realized the importance of providing for the entertainment of children at sea. The novelty of an ocean voyage which provides much diversion for adults is not sufficient for the youngsters. They must be amused in ways in keeping with their years and to meet this condition the company has equipped its vessels with playrooms attractively furnished with toys and objects of amusement more than sufficient for the diversion of the young voyagers. There are six playrooms for children of the cabin class; seven, for tourist; and nine for third class. Steamships of the company have a total of twenty-three playrooms.



THE OCEAN FERRY



AMERICAN CONGREGATIONALISTS RETURN GOOD WILL VISIT

TWO years ago, a White Star liner, hailed at the time as the "twentieth century Mayflower," brought to America 1,250 British Congregationalists, the largest single party ever to land in this country from one ship. These modern pilgrims, who came on a visit of good will to their fellow churchmen in America, landed at Boston, not many miles from Plymouth Rock, where three centuries earlier a small and devout band of members of this same church had first landed in the new world seeking religious freedom.

When these British visitors left for home they took with them many pleasant memories of new friends on this side of the Atlantic, and many promises of a return visit.

The promises are being fulfilled at the time of writing, for on June 14th the White Star liner *Adriatic* sailed for Liverpool with 600 American Congregationalists bound for England to renew these friendships and to attend the International Council of Congregational Churches at Bournemouth, England's



LEADERS OF CONGREGATIONAL PILGRIMAGE, ON THE ADRIATIC

Left to right: Dr. Clarence Hall Wilson, Yonkers, N. Y.; Rev. W. E. Lee, Moderator, London County Congregational Union; Dr. Fred B. Smith, Moderator, National Council of Congregational Churches in America; F. J. Harwood, Appleton, Wis.; Judge Albert Coit, New London, Conn.; Dr. Charles Emerson Burton, Secretary, National Council; Dr. F. L. Fagler, Pilgrimage Director, and Dr. William Knowles Cooper, Washington, D. C.

famous seaside resort, during the week of July 1.

Rev. Frederick L. Fagley, secretary of the National Council of Congregational

Churches, acted as director of the good will pilgrimage, and many Americans whose names are outstanding in the Congregational Church are included in the group that sailed on the *Adriatic*, among them Dr. Fred B. Smith, moderator of the National Council of the church in America, and Rev. W. L. Lee, Moderator of the London County Congregational Union and Matthew H. Workman, passenger manager of the White Star Line, London, and prominent layman of the church, who came over to accompany the party.

An elaborate program of entertainment was arranged for the visitors in England, including an Independence Day banquet on July 4th, at which Premier Ramsay MacDonald spoke and a message from President Hoover was read.

Many of the delegates took advantage of the visit to the convention to make tours of England and the Continent before and after the meeting, following one of several attractive itineraries mapped out by the tour directors, or visited fellow churchmen in the British Isles.

Hundreds of friends thronged the White Star pier to wish the departing pilgrims a bon voyage, and many messages of felicitation were received by the leaders of the party before the *Adriatic* left her North River pier.

A radiogram to Rev. W. L. Lee from Mr. P. V. G. Mitchell, vice president of the International Mercantile Marine Company, which reached the ship toward the close of the first day at sea read:

Bon voyage and best wishes to you and your fellow Congregationalists on another Workman pilgrimage to promote amity and good will between the Christian people of two great English speaking nations. It was a great pleasure to meet you and hope you will do it again. Compliments to all.

That the pilgrimage had already begun felicitously is indicated by Mr. Lee's reply:

Warmly reciprocate your good wishes. Splendid weather. Everyone happy and enjoying the voyage on the good ship *Adriatic*.

Much credit for the success of the pilgrimage is due to the work of David Porter, of the cabin department, New York, who had entire charge of the formidable task of handling all the detail of the bookings, 90% of which were round trip and practically all made by mail, from all sections of the country.



THE OCEAN FERRY



SPECIAL ADVERTISING FOR THE NEW BRITANNIC

By ROBERT R. ENDICOTT

Director of Advertising and Publicity, International Mercantile Marine Company

HAIL BRITANNIC
World's Largest Cabin Liner

BEAUTIFUL - LUXURIOUS - NEW

Flags were... (text partially obscured)

WHITE STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY
No. 1 Broadway, New York, authorized advertising agents

TRAVELERS—HOY!

WORLD'S LARGEST CABIN LINER

THE NEW **BRITANNIC**
MAIDEN VOYAGE TO EUROPE JULY 12

Look for your pleasure... (text partially obscured)

WHITE STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY
No. 1 Broadway, New York, authorized advertising agents

WORLD'S LARGEST CABIN LINER

BIDS YOU SAIL AUG. 16TH

GREAT NEW **BRITANNIC**

One trip westward to America—another back again to Europe—and already the new *Britannic* has a host of friends. Her White Star background helped—but the *Britannic* has made good strictly on her own. Easy to look at, because of her graceful lines and curves. Easy to sail on by reason of excellent service. Hard to say goodbye to, for the days at sea pass quickly and with long-remembered pleasure. Luxury, service, cuisine... the world's largest Cabin liner has them all at truly moderate rates. Wouldn't it be jolly to cross on her this Summer? Next sailing—August 16—for Cobh (Queenstown) and Liverpool via Boston. Later sailings: September 13, October 11, November 8, December 6. New Queen of the Cabin Mammoth alternates in weekly service with her distinguished mate, *Adriatic*, *Baltic* and *Cedric*.

WHITE STAR LINE
INTERNATIONAL MERCANTILE MARINE CO.
30 PRINCIPAL OFFICES IN THE U. S. AND CANADA. * BROADWAY, No. 1 BROADWAY, N. Y. * AUTHORIZED AGENTS EVERYWHERE

PRESENTING
WORLD'S LARGEST CABIN LINER

THE NEW **BRITANNIC**
Maiden Voyage to EUROPE July 12

By... (text partially obscured)

WHITE STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY
No. 1 Broadway, New York, authorized advertising agents

WORLD'S LARGEST CABIN LINER

BIDS YOU SAIL AUGUST 16TH

GREAT NEW **BRITANNIC**

One trip westward to America—another back again to Europe—and already the new *Britannic* has a host of friends. Her White Star background helped—but the *Britannic* has made good strictly on her own. Easy to look at, because of her graceful lines and curves. Easy to sail on by reason of excellent service. Hard to say goodbye to, for the days at sea pass quickly and with long-remembered pleasure. Luxury, service, cuisine... the world's largest Cabin liner has them all at truly moderate rates. Wouldn't it be jolly to cross on her this Summer? Next sailing—August 16—for Cobh (Queenstown) and Liverpool via Boston. Later sailings: September 13, October 11, November 8, December 6. New Queen of the Cabin Mammoth alternates in weekly service with her distinguished mate, *Adriatic*, *Baltic* and *Cedric*.

WHITE STAR LINE
INTERNATIONAL MERCANTILE MARINE CO.
30 PRINCIPAL OFFICES IN THE U. S. AND CANADA. * BROADWAY, No. 1 BROADWAY, N. Y. * AUTHORIZED AGENTS EVERYWHERE



THE ADRIATIC SAILS WITH 600 AMERICAN CONGREGATIONALISTS

The graceful stern of the White Star liner as it looked to the hundreds of friends gathered on the pier to bid farewell to the Congregational pilgrims, when churning propellers backed the great liner out into the Hudson River. The uniformed figure on the end of the pier is Captain James Thompson, marine superintendent of the International Mercantile Marine Company at New York, whose job it is to direct the operation of backing the liner out of her dock. The white flag held by the man at his right indicates to the captain on the bridge that the river is clear for him to back out.

THE five advertisements reproduced above in miniature are typical of those which are now appearing in many of the leading metropolitan papers and in the *Literary Digest* and *Time Magazine*. Illustrations and headlines

impressively play up the name and status of the new White Star liner, while the text features the beauty and luxury of the world's largest cabin ship and strongly emphasizes her distinguished White Star background. A brisk, "newsy" style, in

keeping with the news value of the announcement of the *Britannic*, is employed in the copy. We think the art work is outstanding and uses to good advantage the beautiful lines of this first White Star motor vessel.



1930 HAS BEEN A BANNER YEAR FOR GROUP MOVEMENTS

THAT Europe is putting on a particularly good show for her overseas visitors this year, and that the passenger staff and agents of the International Mercantile Marine Company have made good use of the fact to stimulate ocean travel, is clearly evidenced by the unusual number and size of the special parties that have sailed from these shores on the company's ships in recent weeks.

All the facts are not at hand at the moment of writing, but enough figures are available to indicate an impressive total when the returns are in.

Between June 15 and July 15 twenty groups of more than 100 departed, two of which numbered well over 500 and several totaled close to 400 members. Third class excursions alone during May and June aggregated about 4,000 bookings.

During the week of June 23, four International Mercantile Marine steamers



KENT SCHOOL CREW SAILS ON MAJESTIC FOR HENLEY REGATTA

Father Sill, headmaster of the school and noted educator, came to bid the boys farewell and good luck in the famous English rowing event



took out 30 parties with a total of 1,500 members. Figures for the following week were not far behind these, and party bookings are extending later into the season than ever before.

The International Mercantile Marine Company has long enjoyed a unique reputation for efficiency in handling large groups of excursionists, and as the ever-widening interest of Americans in European countries and peoples increases the number of objectives that form the stimulus of party movements, White Star and Red Star ships have carried growing numbers of these groups.

A WEST COAST PARTY

Lundy Tours, of San Francisco, organized and conducted one of the many groups that sailed on the Arabic June 21.



LEADERS OF POLISH CATHOLIC ASSOCIATION PARTY OF 300, ON THE HOMERIC

Under the auspices of the Polish Roman Catholic Association of Detroit, 300 Polish residents of that district sailed on May 23 to attend the first Eucharistic Congress at Posen and to witness the celebration of the 10th anniversary of the Miracle of the Vistula, when Polish troops won a great victory for Poland's independence. Left to right: H. Smigielski, vice president of the association; Julius Berner, Polish department, White Star Lines; W. C. Duncan, Berlin office; Rev. S. S. Skrzycki, pastor of St. Thomas's Parish, Detroit; W. H. Maybaum, manager 3rd class department, I.M.M. Co.; H. Ibbotson, Homeric's chief steward; Rev. John Raczynski, pastor of St. Helen's Parish, Wyandotte, Mich.; Rev. J. Torzewski; Rt. Rev. Joseph K. Plagens, Auxiliary Bishop of Detroit; A. S. Kudron, chairman of the excursion committee; Hon. John A. Kronk, Detroit councilman; Mrs. Wrobel; Rev. Edmund Lukaszewicz; W. Wrobel, of the Polish consulate, New York; Rev. Maximilian Gannas, pastor of St. Joseph's Parish; S. Rozycki, president of the association; Rev. Vincent Borkowicz, pastor of St. Peter and Paul Parish; Adolph Pasterz, editor of the association's newspaper, "Home Fireside"; John Okray, conductor; Stanley J. Gelnik, I.M.M. office, Detroit; John Tyrka, organizer, and Rev. C. Weisnrowski, Brenhan, Texas



PITTSBURGH CENTENARY PARTY HAS ROYAL WELCOME AT ANTWERP

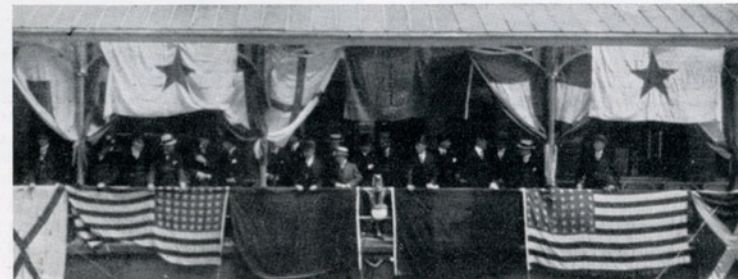
THE celebration of the centenary of Belgium's independence, and the great Antwerp Exposition are drawing large numbers of tourists from this side, and many parties of Belgians of American birth have sailed on International Mercantile steamers this summer to visit the home country. One of the largest of these went from Pittsburgh, sailing on the Red Star liner, *Belgenland*, May 31, and included Honorable J. Leroux, Belgian consul at Philadelphia.



L. A. Miller, manager of the I.M.M. Company at Pittsburgh (third from right), with the Belgian party on the *Belgenland* before they sailed May 31



Frank Van Cauwelaert, Burgomaster of Antwerp, and G. A. Torrey, general manager of the Red Line going on board the *Belgenland* to welcome the party



The Red Star Line pier at Antwerp, decorated in honor of the Pittsburgh excursionists, and the welcoming party. A band on the lower level played national airs

UNIQUE AUTO CARAVAN PARTY BOOKED BY PITTSBURGH OFFICE

LAST summer, Professor Henry W. Taylor, of Southwestern College, Winfield, Kansas, took a small party to Europe for a motor tour. It was such an outstanding success that he decided to repeat it on a large scale this year. An attractive little booklet resulted in 50 bookings in record time and R. J. Griffiths, manager of the I.M.M. office at St. Louis, arranged passage for the party and "garage" space for the 8 Buick cars



Members of the motor tour, with Professor Taylor (second row) and R. J. Griffiths (left) on the *Homeric*

which made up the caravan, shown in the accompanying photograph taken in front of the St. Louis office on the first leg of the journey.

The 6,500-mile itinerary includes 75 famous cities and towns of Europe, and a visit to the Passion Play.

Each car has an experienced chauffeur, and three skilled American mechanics accompanied the motor party, which left on the *Homeric* June 13, to return on the *Minnekahda* August 9.



THE BRITANNIC ARRIVES

(Continued from page 7)

in the centre. It has decorated wooden sides and affords ample space for the engineers to sit at tables to play cards or read during their leisure hours. The deck officers have a smoking room just below.

Another innovation in the *Britannic* which extends alike to the travelers in all classes is the elaborate system of repeating orchestral and gramophone selections played in the cabin lounge to the public rooms throughout the ship. This is particularly effective in providing dance music in the lounges of the three classes.

The Britannic's Machinery

The *Britannic's* motive power is a subject that has aroused unusual interest throughout the British shipbuilding industry.

Her propelling machinery installed by Harland and Wolff consists of two ten-cylinder, double-acting, four-cycle motor engines, capable of generating 20,000 horsepower. The cylinders are cooled by fresh water and the pistons by oil. All auxiliary machinery is electrically driven and of the latest design. The enormous motor engines, known as the Harland and Wolff Diesels, draw the fuel oil into their cylinders and by the explosion of the oil vapor convert the energy of the fuel into rotational energy directly upon the propeller shafts. There are no spark plugs, carburetor, magnetos or coils required for ignition. The explosion of the oil vapor depends solely upon the heat of compression of a given volume of air lodged between the underside of the cylinder-head and the top of the piston.

Electricity is employed for baking and cooking in the kitchens of all classes.



THE SPORTS DECK, CABIN CLASS

The *Britannic's* unusually spacious sports deck is provided with comfortable bath chairs with striped awnings, for the spectators

Ventilated by Pressure Fans

The *Britannic* ventilation system is said to be the finest ever designed for an ocean liner. The air in all parts of the ship is changed continuously and regardless of the outside temperature, maintains an even and comfortable temperature within doors. The air is distributed throughout the vessel by seventy-five electrically-driven pressure fans, ranging in size from ten to fifty-five inches in diameter. Many are fitted with heating elements by means of which the ship can be kept comfortably warm in the severest of winter weather.

Electric power is used for the operation of steering gear, capstans and winches.

Sound Proof Cabins

Apart from providing passengers with luxurious staterooms and public apartments, the builders of the *Britannic* have gone even further into the matter of making them comfortable, notably with the provision that has been made for insuring freedom from noises.

A new departure in the general method of ship insulation has been followed by applying acoustic or sound-deadening insulations to the outside of the casings or bulkheads and under decks surrounding the engine-room space—a provision which prevents the sound of the motors from being transmitted to the passenger accommodations.



TWO VIEWS IN THIRD CLASS

Left: The smoking room, in half-timber and rough plaster. Right: The lounge, which has folding doors in the after end which open to reveal a complete altar recess

AMMUNITION FOR AGENTS

By THE SUPPLY MAN

BOOKLETS TO HELP SELL THE SHORT SUMMER TRIPS

TO OUR AGENTS:

There is still time to sell some of the attractive short summer sea-vacation trips, and we have some new folders designed to help you to put them over.

The nine-day Havana all-expense tours are proving extremely popular, and we are inclined to give a good share of the credit for this to the popular cartoonist, John Held, Jr., who did the cover of the envelope stuffer showing a dashing little senorita clicking castanets and flaunting her fringed shawl to the music of a guitar beneath a Cuban moon. It is irresistible to anyone whose arteries are still elastic.

California, too, grows increasingly popular as a summer resort now that people can get there comfortably by sea. For the benefit of the few who still have mistaken ideas about the summer weather in Panama we have prepared a little booklet that will set them right.

These summer and early fall Panama Pacific Line trips are just the thing to fill the gap between the summer business rush and the winter cruise season.

Look over the list below, and if you aren't supplied with these attractive and well-planned sales helps, let us send you some.

THE SUPPLY MAN.

HAVANA ALL-EXPENSE TOURS—Six-page stuffer in four colors with cover design by John Held, Jr., featuring nine-day vacation tours to Cuba's gay, romantic capital, where one can try sea-bathing in the Lido manner, against a background of blue Caribbean Sea. Illustrated.

COAST-TO-COAST FOR \$135.00—New four-color stuffer about tourist *de luxe* on Panama Pacific Line ships has a spirited cover design featuring a deck swimming-pool and diving girl. Illustrated with map of the route and shipboard scenes in color. A simple and effective presentation of the many unique features of tourist cabin on Panama Pacific steamers.

TRAVELING AROUND AMERICA—Rack folder with map cover in colors, profusely illustrated with shipboard views and scenic spots en route; contains complete information about the Panama Pacific Line's passenger service.

THIRD CLASS IN THE BIG FOUR—Rack folder in black, white and red, describing the excellent third class accommodations on the White Star Line's service between New York, Boston, Liverpool and Ireland. The new motor vessel, *Britannic*, the largest liner entering Liverpool, is featured in the illustrations and cover design.

AN EFFECTIVE COUNTER CARD—A novel three-panel display in five colors, silk screen process, featuring the Panama Pacific rail and water tours, is equally suitable for counter or window display and will help sell summer vacation tours.

TWO UNUSUAL BOOKLETS—We have had so many compliments on the two new tourist booklets, "An Atlantic Holiday" and "The Modern Way," that we know they are proving to be unusually valuable aids in selling this class of travel. Many agents tell us they are using them with an eye to building up out-of-season business. If you have not received a supply, let us send you some.

STRANGE PLACES AND STRANGE FACES—A two-color stuffer to remind your patrons that the Red Star liner *Belgenland* will start on another of her famous world cruises, her seventh, on December 15th, next. Illustrations and itinerary map and blank form for requests for additional literature.

RED STAR LINE, TO EUROPE—A rack folder in four colors, featuring third class. Fully illustrated with half-tone cuts, two color sketches and a color reproduction of a splendid painting of the *Belgenland* at Antwerp. Maps indicate the convenience of Antwerp as a port for Central Europe.

A CABIN STEAMER OF DISTINCTION—A reprint of the popular two-color rack folder illustrating the cabin-class quarters on the *Lapland*. We also have a two-color illustrated rack folder featuring the tourist accommodations on this popular Red Star liner.

MISS ANNE BOHNET, OF N. Y., WINS TRIP TO EUROPE FOR WORK IN I. M. M. STAFF EDUCATIONAL COURSE



Miss Anne Bohnet

AT the opening lecture of the fourth of a series of staff educational courses for members of the International Mercantile Marine Company, last January, Mr. P. V. G. Mitchell, vice president of the company, who presides at the meetings, proved himself, as it now turns out, a good prophet.

In his introductory remarks, Mr. Mitchell presented a brief outline of the course in correct thinking and effective speaking, and announced that the award of merit, based on papers handed in by the staff members, would be limited this year to one, instead of three or four, as had been the custom in former years. The prize, Mr. Mitchell continued, was an attractive one, and worth working for, and, he said, "I think you have got to watch carefully, or one of the ladies will take it away from you."

That is exactly what has happened. The lady who fulfilled the prophecy is Miss Anne Bohnet, a member of the Treasurer's staff at New York, and assistant secretary of the American Line Steamship Corporation. The prize is indeed an attractive one—a trip to Europe, entirely at the expense of the company, lasting four weeks or a little more if necessary to accomplish an attractive itinerary.

Miss Bohnet is to be heartily congratulated in achieving first rank among the 250 members who completed the several

papers which constituted the assignment, for the very interesting and valuable lecture course, given by Professor Wilbur K. McKee, of New York University, was not an easy one, and the homework involved considerable time and thought.

Of the 250 graded papers, which were marked by Mr. N. W. Callmer, chief marker of New York University, and then referred to Dean Ferris and Professor McKee, nine were rated as being of "outstanding excellence." These

included, in the order given, in addition to Miss Bohnet's prize-winning paper, those of L. W. Magrath, New York; Miss L. P. Wall, Washington; E. K. Hall, New York; Rudy Alpert, Los Angeles; Enrico Morelli, New York; Miss C. G. Bennett, Pittsburgh; Miss Carla Dietz, New York and D. Hazzard, Philadelphia.

Professor E. E. Ferris, who gave the first of the educational courses, four years ago, and who has acted in an advisory capacity each year since that time, commented in returning the first nine papers:

"In addition to the above, there was a notably large number of papers which might be termed creditable. They showed care and thought in preparation. In fact the majority of the papers show a very satisfactory degree of straight thinking and clear self-expression."

DR. JULIO PRESTES CHEERED AS HE SAILS ON THE OLYMPIC



BRAZILIAN PRESIDENT ELECT POSES FOR NEWS PHOTOGRAPHERS

When Dr. Julio Prestes, president-elect of Brazil sailed for Europe last month on the White Star liner *Olympic* accompanied by his son, Fernando, he was escorted from the Hotel Ambassador by motor cycle police and received at the entrance of Pier 59 by P.A.S. Franklin, president of the International Mercantile Marine Company, who accompanied him aboard the *Olympic*. Dr. Prestes was loudly cheered by some three thousand persons assembled on the pier, as the Second Battalion of the Sixteenth Infantry presented arms and the Observation band of the Aero Squadron played the Brazilian national anthem. American and Brazilian flags hung over the gangway, and British and Brazilian flags adorned the entrance of the *Olympic*. Left to right: P.A.S. Franklin; Commander G. E. Warner of the *Olympic*; Dr. Prestes; Warren D. Robbins, U. S. Minister to Salvador, and Fernando Prestes

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
July 16	Majestic July 8
July 25	Homerich July 17
Aug. 1	Olympic July 23
Aug. 8	Majestic July 30
Aug. 16	Homerich Aug. 6
Aug. 22	Olympic Aug. 13
Aug. 29	Majestic Aug. 20
Sept. 5	Homerich Aug. 27
Sept. 12	Olympic Sept. 3
Sept. 19	Majestic Sept. 10
Sept. 26	Homerich Sept. 17
Oct. 3	Olympic Sept. 24
Oct. 10	Majestic Oct. 1
Oct. 17	Homerich Oct. 8
Oct. 24	Olympic Oct. 16
Oct. 31	Majestic Oct. 22
Nov. 7	Homerich Oct. 29
Nov. 14	Olympic Nov. 5
Nov. 21	Majestic Nov. 12
Nov. 28	Homerich Nov. 19
Dec. 5	Olympic Nov. 26
Dec. 13	Majestic Dec. 3
Dec. 27	Olympic Dec. 16
Jan. 10	Majestic Dec. 31

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

July 18	Westernland †July 4
July 26	Belgenland July 11
Aug. 1	Pennland †July 18
Aug. 9	Lapland July 25
Aug. 15	Westernland †Aug. 1
Aug. 23	Belgenland Aug. 8
Aug. 29	Pennland †Aug. 15
Sept. 6	Lapland Aug. 22
Sept. 12	Westernland †Aug. 29
Sept. 20	Belgenland Sept. 5
Sept. 26	Pennland †Sept. 12
Oct. 4	Lapland Sept. 19
Oct. 10	Westernland †Sept. 26
Oct. 18	Belgenland Oct. 3
Oct. 24	Pennland †Oct. 10
Nov. 1	Lapland Oct. 17
Nov. 7	Westernland †Oct. 24
Nov. 21	Pennland †Nov. 7
Dec. 5	Westernland †Nov. 21
	Belgenland Dec. 2

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*
July 19	Albertic July 4
July 26	Laurentic July 11
Aug. 9	Doric July 25
Aug. 16	Albertic Aug. 1
Aug. 23	Laurentic Aug. 8
Sept. 6	Doric Aug. 22
Sept. 13†	Albertic Aug. 29
Sept. 20	Laurentic Sept. 5
Sept. 27†	Arabic Sept. 12

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

London—Southampton—Quebec—Montreal

From Montreal and Quebec	From London‡
Aug. 7	Megantic †July 24
Sept. 4	Megantic †Aug. 21
Sept. 18	Calgaric †Sept. 4
Oct. 2	Megantic Sept. 19
Oct. 16	Calgaric Oct. 3
Oct. 30	Megantic Oct. 17

†Via Havre and Southampton.
‡Via Southampton and Havre.
NOTE—London passengers embark on these steamers at Southampton.

AROUND THE WORLD CRUISE

Red Star Line
Cuba, Panama Canal, California, Hawaiian Islands, Japan, China, The Philippines, Siam, Straits Settlements, Dutch East Indies, Sumatra, Ceylon, India, Egypt, Greece, Italy, The Riviera, Spain.
Belgenland, from New York, Dec. 15, 1930; San Diego, Dec. 31; Los Angeles, Jan. 2, 1931; San Francisco, Jan. 4.

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
July 5	Pennsylvania July 26
July 19	California Aug. 9
Aug. 2	Virginia Aug. 23
Aug. 16	Pennsylvania Sept. 6
Aug. 30	California Sept. 20
Sept. 13	Virginia Oct. 4
Sept. 27	Pennsylvania Oct. 18
Oct. 11	California Nov. 1
Oct. 25	Virginia Nov. 15
Nov. 8	Pennsylvania Nov. 29
Nov. 22	California Dec. 13
Dec. 6	Virginia Dec. 27
Dec. 20	Pennsylvania Jan. 10
Jan. 3	California Jan. 24
Jan. 17	Virginia Feb. 7

ATLANTIC TRANSPORT LINE

From New York From London

July 19*	Minnetonka July 5
July 26†	Minnekahda July 12
Aug. 2*	Minnewaska July 19
Aug. 16*	Minnetonka Aug. 2
Aug. 23†	Minnekahda Aug. 9
Aug. 30*	Minnewaska Aug. 15
Sept. 13*	Minnetonka Aug. 30
Sept. 20†	Minnekahda Sept. 6
Sept. 27*	Minnewaska Sept. 13
Oct. 11*	Minnetonka Sept. 27
Oct. 18†	Minnekahda Oct. 4
Oct. 25*	Minnewaska Oct. 11
Nov. 8*	Minnetonka Oct. 25
Nov. 15†	Minnekahda Nov. 1
Nov. 22*	Minnewaska Nov. 8
Dec. 6*	Minnetonka Nov. 22
Dec. 13†	Minnekahda Nov. 29
Dec. 20*	Minnewaska Dec. 6

*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, Aardalsnes, Ole, Hell- esyt, Merok, Olden, Loen, Balholmen, Gud- vangen, Bergen, Ulvik, Eidfjord, Norheim- sund, Leith, Immingham

Calgaric Aug. 2

Baltic Ports

Immingham to Oslo, Copenhagen, Zoppot (for Danzig), Tallin (Reval), Stockholm, Hol- tenau, 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.