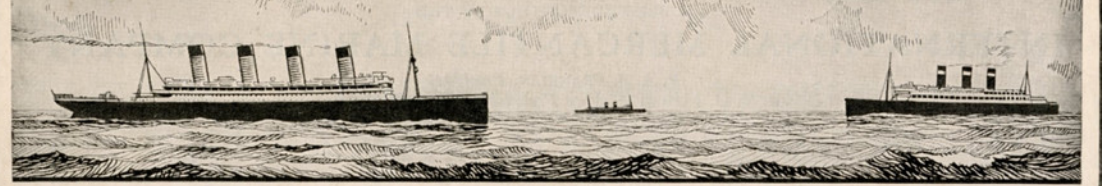


# THE OCEAN FERRY



*Istanbul*

JANUARY 1931



# THE OCEAN FERRY

PUBLISHED MONTHLY BY THE

## INTERNATIONAL MERCANTILE MARINE COMPANY

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

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VOL. X

NEW YORK, JANUARY, 1931

No. 4

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© Ewing Galloway

### WATCHDOG OF THE MEDITERRANEAN

An unusual view of the Rock of Gibraltar, looking across the British barracks on Europa Flats. One of the Pillars of Hercules, it formed, with Ape's Hill on the African coast opposite, the limits of enterprise to seafaring people of the Mediterranean for centuries. Gibraltar, which is a port of call for White Star Line's Mediterranean cruise steamers, *Homer* and *Britannic* this winter is popular with passengers because it is a free port and Waterport Street an excellent place to pick up bargains in Chinese shawls, perfumes, ivory, ebony, brass and other products of the Orient and Africa.





## THE OCEAN FERRY

### DR. BEAUMONT GIVES SEABROOK A SITTING



Dr. J. C. H. BEAUMONT,  
L.R.C.P. & S. Edin. & Glas.

*Surgeon of the world's  
largest ship - the White  
Star Liner MAJESTIC. He  
has crossed the Atlantic  
nearly 1000 times; is  
president of the Atlantic  
Peter Pan Club (as he refuses  
to grow up) and says he  
knows nothing about sea-  
sickness, except that blondes  
escape and brunettes lose out.  
He is dentist, midwife,  
concert impresario, gold-  
digger for seamen's charities,  
person, author and poet.*

*Dr Beaumont is also  
a Scotsman.  
He gave me a hearty  
handshake when I left*

*Seabrook  
New York  
Dec. 1930*

*THERE'S A CIGAR  
FOR YOU, MY BOY.  
NEXT TIME YOU  
COME I'LL GIVE  
YOU ONE  
WITH A  
BAND  
ON!*

### MALVERN FESTIVAL ATTRACTS MORE AMERICANS EACH YEAR

The 1931 Malvern Festival will be of exceptional interest to American students of English Drama, according to Sir Barry Jackson's personal representative, who has recently visited New York. The program for the Festival to be held next August comprises a cycle of six English plays, one from each century, from the 15th to the 20th, beginning with an early Shepherd play and concluding with an entirely new work which will probably be written by Bernard Shaw.

So important is this series from an educational and cultural viewpoint that Sir Barry Jackson, the Director, is making the first week of the 1931 Festival a special students' week, when lectures by various professors will be given every morning, each lecture dealing with the period from which the play to be seen that night is taken.

The genesis of the Malvern Festival is interesting. Sir Barry Jackson, wealthy producer, who has given his life to the theatre, had long wished to hold a Festival of plays which, while fully equal in standard and interest to the famous, long-established festivals such as those of Bayreuth, Oberammergau, Salzburg, or Stratford, should be modern rather than classical.

Recalling the premiere of "The Apple Cart," which was written specially for the 1929 Festival.

tival. Sir Barry said that George Bernard Shaw might finish a new work in time for this year's Festival.

The growing popularity of the Malvern Festival has decided its sponsors to run it for three weeks instead of a fortnight, as previously.

### CHURCH AND LIGHTHOUSE

Weldon Church, near Rockingham Castle, Yorkshire, has a lantern in its tower and every Christmas Eve and New Year's Eve it is lighted by eight candles. The lantern is about 15 feet in height and is octagon in shape, each side having 12 panes of glass. Originally the light was placed in the tower to guide wanderers through Rockingham Forest on dark nights, but it is now lighted only on the dates mentioned, and it is said that it has been so lighted for the last 750 years.

### SPECIAL COTTON EXHIBIT FOR 1931 BRITISH INDUSTRIES FAIR

THE seventeenth British Industries Fair, the world's largest national trade exhibition, will be held in London and Birmingham from February 16th to 27th this year. This will be easily the largest of the series, the exhibiting area of the halls to be occupied amounting to some 700,000 square feet.

There are increased demands this year for space from the industries which regularly exhibit and there is to be the important addition for the first time of a cotton textile exhibition, to be organized by the British cotton industry under the auspices of the government as a section of the Fair. The cotton exhibition will occupy eight halls at the White City and will run from February 16th to 28th—one day longer than the rest of the fair.

Another innovation is that the exhibition of British artificial silk goods is to be held for the first time during the first week of the fair and the Albert Hall has been booked as the most suitable place for a display of the many beautiful fabrics and frocks made wholly or in part of British artificial silk.

Thus London will have in February three great industrial exhibitions containing unprecedented attractions for American business men interested in the textile and clothing trades.

The other "light" industries, some sixteen of them in all, including the manufacturers of pottery and glass, leather goods, fancy goods, sports goods and toys, jewelry and plate, foodstuffs, chemicals and scientific instruments, will be housed in Olympia where the produce of almost all the countries of the Empire will also be shown in the section organized by the Empire Marketing Board.

Exhibits of the heavy industries, including machinery and plant of all kinds, heating, lighting and cooking equipment, building materials, metals and hardware and the products of the engineering industries generally, will be shown as usual at Castle Bromwich, Birmingham, where further extensions have been made this year.

The fair, which is England's great display of the wares of her possessions, has become the means on which British manufacturers rely for marketing new products, finding new markets and meeting old customers and it is the occasion for 60 or 70 countries to send their buyers to Britain—sometimes in teams of eight, nine or ten from a single store—to see in the space of a few days what Britain is making and to place orders for the year. Over 2,000 manufacturers will place on the market for the first time their novelties, improvements and new ideas.

En route from Boulogne to Paris it is well worth while to stop over a day at Amiens to see what is considered by many France's most beautiful cathedral.



## THE OCEAN FERRY

### BELGENLAND OFF ON SEVENTH WORLD CRUISE

MIDNIGHT of the fifteenth of December saw the *Belgenland* steaming out of a wintry New York Harbor, headed for Havana on the first lap of her seventh consecutive world cruise.

This year the *Belgenland* adds to her already notable reputation in the world cruise field by being the first to maintain radio telephone connection with the land throughout the voyage, for the use of passengers.

Considerable interest was added to the departure of the *Belgenland* by the presence on board, as passengers, of the famous German scientist, Professor Albert Einstein, father of the theory of relativity, and his wife, who are continuing as far as Los Angeles on the steamer on which they crossed from Antwerp.

Other notables, who will make the cruise, are Princess de Braganza, whose husband was crown prince of Portugal; John Graham Drew, vice president of the Missouri Pacific Railways, and Douglas Fairbanks, screen star, who will join the ship at Los Angeles with a party of friends, going on a game hunting expedition into Japan, Siam, India and Indo-China.

The *Belgenland*, which is the only world cruising liner to take a westward course, had on board only a part of her passenger complement, as more than one hundred of her world tourists joined the ship at ports between New York and San Francisco.

San Diego, California, has been included in the *Belgenland's* itinerary this year for the first time, and the arrival of the big liner in the harbor on the morning of December 31 was the occasion of an enthusiastic and impressive civic welcome.

The waterfront, lined with waving crowds, presented an animated scene as the *Belgenland* warped in to the Broadway pier, where city dignitaries and members of the San Diego Chamber of Commerce in white flannels, blue serge coats and straw hats, waited to greet the visitors who had so lately left freezing weather behind them.

A charmingly effective group in the welcoming party on the pier was a delegation of 300 high school girls in white middie costumes, each holding bouquets of flaming poinsettias and other California flowers to be presented to the *Belgenland* passengers as they landed.

The morning was spent in a tour of the city's principal points of interest and the afternoon began with a luncheon at Agua Caliente, the American Deauville just over the Mexican border, which has grown to be the most elaborate and one of the most popular sporting centers in the western hemisphere. In honor of the guests, the horse racing program for

(Continued on page 11)

### TALES of OLD INNS THE WHITE HORSE AT ROMSEY



YARD ENTRANCE AT THE WHITE HORSE  
Characteristic of English village architecture  
is the picturesque alley leading to the yard,  
built over by a wing of the house

THE traveler who is fortunate enough to make the journey to London, from the steamer wharf at Southampton, by motor car, will do well to take the longer way round that leads through the quiet little Hampshire town of Romsey, on the edge of the New Forest.

There are many things in this too-little-known town to repay the visitor, foremost of which is its wonderful Norman abbey church, all that is left of a nunnery founded in the early 10th century, and one of the best examples existing of late Norman architecture.

Sharing the interest in the abbey church is the famous White Horse Inn, close by, and undoubtedly connected with the abbey in the early days, possibly as the guest house, where crusaders rested before taking ship at Southampton for distant lands, and begged from the nuns, for talismans, the coveted white roses of a particular and beautiful kind grown there.

Looking at the White Horse from the street, you would never suspect the antiquity which its rather featureless Georgian brick front disguises. But once inside you seem to have stepped from the twentieth century back through the ages.

As a reminder of the spirit of the good old days, which still pervades this inn, there is framed on the wall as you enter, a roughly hand-written notice of just over fifty years ago, which reads:

"This day's Bill of Fare will contain Turbot and Fried Soles, Lobster Sauce, Leg of Mutton. 6 Tooth Wether Swans-ton Lea Lamb and Sparagras. Grass Fed Beef And all varieties to satisfy the Inner Man."

In the opposite wall are timbers which men placed there over 400 years ago. Whatever its earlier history may have been, the White Horse dates at the latest from the sixteenth century, and has masonry in its cellar from several hundred years before that, from an older building that was pulled down about Henry VII's time, when the present structure was erected.

The inn itself is long and narrow, the bedrooms leading off galleries which were once open to the courtyard beneath, but which are now protected from the weather by windows.

The massive timber work in the ancient house is notable, and some of the beams were probably used before in the older house. There are remains of Elizabethan oak panelling in the bar and in one of the bedrooms—No. 2.

The cellars provide a puzzle even for the antiquarian. They are mostly of stone, patched and altered in Tudor brick-work. On one side, now beneath ground level, is the lower part of a Gothic window with saddlebars still in place. There are queer niches in the walls, and from the cellars a bricked-up passage leading towards the abbey. In this passage is a well, giving access to fresh water. The whole place is a jumble, and it would need careful research to wrest from those cellars the tales they could tell.

In the coaching days the White Horse shared with the now-departed Bell the posting trade. Travelers from the west of England stopped here and a regular coach from London to Poole passed through Romsey.

The White Horse is counted one of the oldest inns in Hampshire, and it is one of the least altered. It remains today a splendid specimen of the builder's craft of the time of the Tudors and was probably counted a little old-fashioned when the *Mayflower* set out from Southampton on its memorable voyage.

Whether you stop only for a meal, or make it your headquarters from which to explore the New Forest and the lovely valley of the River Test, you will look back on your visit to this ancient hostelry with a great deal of pleasure and satisfaction.

### Church With Glass Walls

A skeleton of reinforced concrete and walls of radiant, translucent colored glass, render unique the Church of SS. Peter and Nicholas, at Dortmund, Germany, which was consecrated recently. Except for a parapet some seven feet high, the building has only glass walls. At night, when the church is lighted, the spectacle is of striking nature. A tower rises above the portal to a height of 170 feet, and is surmounted by a cross of iron filigree work, which is illuminated at night.





## THE OCEAN FERRY



### BELGENLAND STAFF FOUND FAMOUS SCIENTIST SIMPLE IN TASTES AND APPRECIATIVE OF SERVICE



DISTINGUISHED PASSENGERS ON THE BELGENLAND

Professor Albert Einstein, world-famous German scientist, and Mrs. Einstein, made the journey from Antwerp to Los Angeles on the *Belgenland*, even remaining on board during the ship's four-day stay in New York before beginning her world-cruise, as they were reluctant to give up the comfort and seclusion of their suite. Professor and Mrs. Einstein were photographed by the staff photographer of the Ocean Ferry, at luncheon, on the day of arrival

WHEN the Red Star liner *Belgenland* docked at New York last month with Professor Albert Einstein and his charming wife, sixty reporters and photographers boarded the vessel at Quarantine. Eager to make photographs of the distinguished mathematician and interview him on his scientific theories, they were perplexed to find that the thing uppermost in the minds of the Einsteins was the simple, human desire to express appreciation for the kindly attentions that had been accorded them aboard ship during the run from Antwerp to New York.

While the publicity representative of the International Mercantile Marine Company was arranging for a meeting between the professor and the press, Mrs. Einstein said: "You offer to be of service to us in meeting the correspondents. That is very nice. We have had nothing but the most lovely attention throughout the voyage. Everyone employed on the *Belgenland*, from the Captain to stewards, has been constantly trying to make us comfortable. We are both very grateful."

Dr. Einstein, himself, is such a delightful person that everybody wanted to be of service to him. Stewards who attended him say that he is an exception to the general notion that men of great minds are difficult to handle.

The professor speaks German, French and some Italian. His wife is fluent in English, and the four languages were freely used in talking with the staff of the *Belgenland*. Dr. Einstein does not talk much, but for those who served him there is a twinkle in his eye and a smile that says more than words in expressing appreciation.

The Professor's super-mind is at rest only when he is sleeping. Throughout the voyage he spent from twelve to fourteen hours on the great problems that interest him. He went late to bed and was an early riser. Two stewards were of particular interest to him and he treated each differently.

One was Paul Eulenberger, the second steward's writer, who had twenty minutes of the Professor's time, the longest interval granted to anyone. Eulenberger, a Swiss, from Lucerne, had studied sci-

ence in Zurich where Einstein had taught at the university. He had so impressed Dr. Walter Mayer, the Professor's assistant, by his knowledge of the theory of the bending of light, that Dr. Einstein expressed a willingness to meet him. Their talk, however, was solely of Switzerland. Eulenberger stood by whenever the Professor was at table in the dining-room. Even at meals, he said, the great mind was not upon food. Einstein, according to Eulenberger, does not care for such material things as money. The interest on a hundred thousand dollars at five percent is beneath consideration.

Douglas Delgado, the bedroom steward, who was assigned solely to the Einstein suite, said he would be happy if on every voyage, he had twenty Einsteins to wait upon.

"The Professor is a man of simple tastes," said Delgado. "He barely spoke three words to me throughout the voyage, but the expression of his wonderful face showed that he was pleased. Often I would knock at his door and get no answer. Then, when I entered, I saw the professor wrapped in thought. I attended to my duties in the room as he sat there, but I doubt if Professor Einstein was aware of my presence."

The Einsteins were particularly grateful for attention the Red Star Line had accorded them during their five-day sojourn in New York. By special request, the couple were permitted to live aboard the *Belgenland*, to which they returned nightly, after a strenuous program ashore. Their suite was guarded night and day by stewards, who permitted none to approach without consent of the occupants.

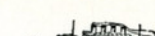
The couple, with their small party, left Antwerp on the *Belgenland*, Dec. 2, arrived in New York Dec. 11, and departed on the same vessel at midnight, Dec. 15, the latter part of the journey being the first leg of the *Belgenland's* seventh annual world cruise. As the vessel was leaving New York for the Pacific Coast, the Einsteins again spoke of the splendid service and consideration that had been accorded them by the Red Star Line. They recalled that their journey from Antwerp to San Diego would take twenty-nine days, but that it had been a most delightful journey, thanks to the attention bestowed by the entire staff of a magnificent steamship.

### Beyreuth Festival Plays in 1931

The Wagner Festival Plays in the summer of 1931, following the fifty-year-old tradition, will present the same program as in the current year. The first performance, which will be Tannhauser, will be held on July 21, and the same musical drama will be presented also on August 1, 5, 8 and 17. Parsifal will be given on July 22 and August 2, 6, 9 and 19 (final performance of the season). Tristan on July 23 and August 3 and 18, and the Ring from July 25 to 30 and from August 11 to 15. The cast will be in the main the same as at the last plays, with Toscanini, Karl Muck and Carl Elmendorff as directors. Frau Winifred Wagner, widow of Siegfried Wagner, is at the head of the committee of organization. An extension of the wing space of the stage will be carried out this winter.



## THE OCEAN FERRY



### DAILY MAIL HUMORIST TRIES MIDGET GOLF ON MAJESTIC

A PORTABLE nine-hole miniature golf course has been installed on the White Star liner *Majestic* and is proving extremely popular with transatlantic travelers. In fine weather, the course is set out on the deck, and at other times in the lounge.

Recently "Phipps," well-known humorist of the *London Daily Mail*, tried his hand at the latest craze. It is hard to decide from his comments in his paper afterward whether he enjoyed it or not, but certainly his account of it is amusing, once you get over being slightly startled by the first sentence, which reads:

"The White Star liner *Majestic* sails today from Southampton with nine holes in her."

After that breath-taker things go more calmly:

"She has just been equipped with a midget golf course."

"Yesterday I spent a hectic half-hour on the *Majestic's* promenade deck hitting golf balls into the middle of Southampton (I am no good at this Lilliputting.)"

"I hit cranes, trains, and drains, and eventually flew into a horrid temper and threw my putter at the purser."

"As an innovation, though, the midget course is bound to be popular aboard the liner. Americans, particularly, will appreciate this addition to the atmosphere of 'home' which the ship seeks to provide."

"Mind you, mid-Atlantic midget golf is going to be a very different proposition from the pastime patronized so extensively by us land-lubbers. A man to whom 'dog-legs' and 'spirals' are absolute marmalade in Piccadilly will not necessarily be able to produce his 'form' a thousand miles off the Ambrose Light."

"The reasons for this are:

"(a) He might not even be able to produce himself—that is, in public;

"(b) Assuming that he did appear on the course one might have some difficulty in deciding whether what he did produce was his form, or, indeed, what it was (if any);

"(c) He might be prejudiced by the names of some of the holes."

"I think the third consideration will certainly have an effect on the morale of the midgetgolfers. Having negotiated 'the Swerve' and 'Becher's Brook' with comparative aplomb, the hardest spirit might well succumb to the association of ideas contained in 'the Roll,' the 'See-Saw,' 'Looping the Loop,' and 'the Volcano.'"

"But perhaps I am looking rather on the depressing side of things. I have no doubt that the midget golf course will serve to distract hundreds of passengers on board the world's largest liner; and the fact that the fairways sway a bit will not be unfamiliar to land-lubbing golfers accustomed to a good lunch in the clubhouse. Nevertheless, I intend to breathe a silent prayer for Those in Peril on the Tee."

### A "SPACE LAYER" FIGURES OUT THE BRITANNIC

TRAVELERS who have crossed the Atlantic in the new White Star liner *Britannic* have marveled at her beauty and efficiency. To them and to the thousands who have inspected Britain's largest motor vessel, the salient facts as to dimensions and tonnage are generally well known. During the brief time she has been in service passengers have asked many questions relative to construction and propulsion and from the queries some odd comparisons have been evolved.

The *Britannic*, which is the biggest cabin liner in the world, has a length of 680 feet, a beam of 82 feet, and a gross register of 27,000 tons. Two years were required to build up this great motor vessel, giving employment to 2,000 men. Assuming that approximately 500 of the 2,000 men were working daily over the entire two-year period at 40 hours a week, the labor expended was 200,000 man-hours for complete construction.

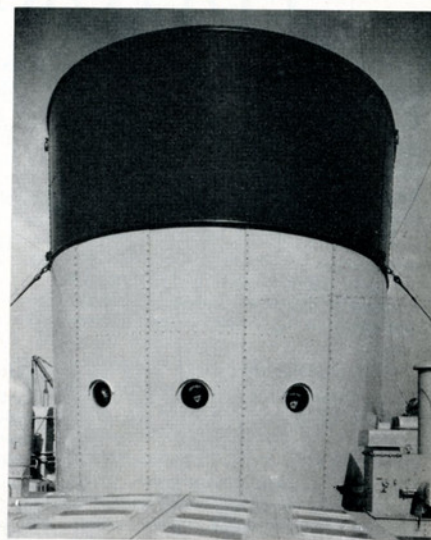
The naval architects of Harland and Wolff, the famous Belfast shipyard where the *Britannic* was built, estimate that 3,000,000 rivets were used in putting the ship together. Giving them a diameter-average of one inch, the rivets if placed side by side would reach from the office of Mayor Walker in City Hall, New York, to the campus of Princeton University. Their total weight, 650 tons, is equivalent to that of about 100,000 average-sized Christmas turkeys.

The *Britannic's* electric wiring if strung out in a single wire over the Pennsylvania Railroad's tracks would reach from New York City to Washington, D. C. The electrical load of this vast wiring is sufficient to illuminate adequately a town as large as Plainfield, N. J., or Newburgh, N. Y.

The ventilating trunks placed end to end would extend from the Battery to Times Square, while the piping used for plumbing, if arranged in similar fashion, would reach from Times Square to Staten Island.

The *Britannic* is propelled by two ten-cylinder, four-stroke, double-acting motor engines, the largest single marine type in the world. Upon each bedplate supporting these motors, twelve high grade, seven-passenger limousines could be parked adequately.

In driving the vessel at her required speed of seventeen knots, each piston's accumulated movement is equivalent to 280 miles per diem. Eighty tons of fuel oil a day are required for this propulsion. The propellers turn 140,000 times for a single day's run, which is equivalent to



NOVEL USE OF A BRITANNIC FUNNEL

The designers have utilized the space inside the dummy smokestack for smoking rooms for engineers. About six feet above the boat deck, in the forward funnel is an attractive room along the lines of a pent house. The roof slopes like an inverted tent, from the top, and has a small frosted skylight in the center. It has decorated wood sides and affords ample space for the engineers to sit at tables to play cards or read during leisure hours. The deck officers have a smoking room just below.

the total number of respirations of seven normal persons in twenty-four hours.

The *Britannic's* sternpost weighs 62,000 pounds, the rudder 72,000, and the crankshaft 370,000. A circulation of 6,000 tons of oil a day is required to cool the pistons, while 13,000 tons of fresh water is circulated daily through the jackets and cylinder covers to take up surplus heat. Also to prevent overheating, 16,000 tons of sea water pass through the lubricating oil cooler, fresh water cooler and exhaust manifold, before discharging back to the sea. Heat from the exhaust gas of the main engines generates sufficient steam at 100 pounds pressure for ship's use.

### WHAT TO SEE IN BERLIN

The capital of the German Republic is unlike Paris, London and Rome in that the visitor comes to it with fewer prepossessions regarding what to look for. It has not figured in history and literature to the same extent as other great cities, and hence its attractions have to be learned. After they have walked between the lime trees which the Great Elector planted in place of the forest in 1640 and seen the Brandenburg Tor, many ask, where shall we go next? Sit in the Tiergarten first, near Wagner's statue, and think. Then go to the Museums-Insel, where the city was born, and see the Schloss, the Dome and the Museum. Visit the Reichstag under its gilded cupola. If you are interested in birthplaces and old homesteads, you can see where Mendelssohn lived at 7 Neue Promenade between the Spree and the Haaksche Markt. If the Kaiser still has a fascination, you can go to his Opera House or the former Palace of the Crown Prince on Unter den Linden, and last of all, be sure and get a jar of Berliner Weisse in one of the ancient inns near the Krogel, the oldest street in the city.





## EDITORIAL COMMENT

## IS TRAVEL A LUXURY?

IT is axiomatic that the luxuries of yesterday become the necessities of today. Some of the less sybaritically inclined among us may deplore this tendency of the age, but the fact remains, nevertheless.

One commodity in particular that is attaining to the necessity class with astonishing speed is travel, and it would be a vinegary individual indeed who could find much to "view with alarm" in this trend.

While the peoples of the civilized world have constantly been raising the standard of material living, they have also been raising the educational and cultural standards even more, and the man or woman who achieves success today, economically or socially, needs to be well equipped for the battle.

If a background of foreign travel is not quite yet acknowledged to be a necessity in the business world, there can be little question of its place as a social asset.

Look about you to see which of the people you know are the charming and interesting and amusing ones and which have the most enviable circle of friends. Are they the ones who put off seeing anything but their own yards until after they had bought a house, a motor car, an automatic refrigerator, a vacuum-cleaner, and such modern devices, now crowding into the necessity class? Or are they, more likely, those who went without some of these mechanical indexes of civilization and prosperity and instead went out adventuring and bought something to furnish the mind and nourish the spirit, and who, in their travels in strange places found and brought home with them a few things that all the neighbors *haven't* got—not only material things, but such impalpable treasures as active participation in the adventure of living gives one?

Automobiles and electric ice-boxes are pleasant indeed to own, but almost everyone has them, and you can't talk about them through an entire dinner party—unless, of course, you like pretty dull parties. Those who don't, list travel under necessities in the budget.

Home is a grand spot and the returned traveler is usually the first to admit it, in fact, usually knows more of the feeling than the chronic hug-the-hearth does.

No one has expressed more delightfully the importance of an occasional wandering from the fold than our own gifted poet

Edna Millay, who wrote some years ago:

"How shall I know, unless I go  
To Cairo or Cathay  
Whether or not this blessed spot  
Is blest in every way?"

Now it may be, the flower for me  
Is this beneath my nose.  
How shall I tell, unless I smell  
The Carthaginian rose?"

## GETTING ATTENTION

PROBABLY no group of people regards the steamship travel advertisements appearing in magazines and newspapers throughout the country with more interest or a more critical eye than the agents of the steamship companies whose services they are selling. And probably no group is better qualified to judge the merits of a piece of copy.

The steamship agent is in an admirable position to check returns from advertisements and long experience has taught him to recognize one that is likely to bring in business.

The comments on our "Watch Your Husband" advertising campaign, from the head of Simmons Tours, published elsewhere in this issue is, therefore, particularly gratifying, both as a tribute to the inspiration of the author of the idea, and as an appreciation of the valuable help such advertising is to the travel agent.

Novel presentation of a sound, constructive idea that touches on a common human problem is bound to arrest attention, and stimulate many readers to action, and the timely warning and the remedy presented in these "Watch Your Husband" advertisements touch a responsive cord in thousands of American homes today.

Further evidence that these advertisements are attracting attention is the frequent reference to them in the daily papers, in one form or another. In the course of the past week two well-known newspaper columnists, one on a New York paper and one in Washington, referred to them in such a way that those who had not seen the ads would make it a point to do it, and so the one advertisement has two chances to impress itself on a reader's mind.

Even in this age of specialists ideas as fresh and sound as the one behind this campaign are rare, and their value is inestimable.

## THE BUYERS' SEASON

ANNOUNCEMENTS of the various important trade fairs to be held in Europe during the early part of 1931 indicate that this year more than ever there will be strong inducements for American business men to cross the Atlantic to take advantage of these great markets, where the products of the entire world are gathered within small areas to facilitate trade.

The British Industries Fair, which can be counted on in any year to draw a large representation from this country, has announced this year two important innovations that will have a special interest for Americans engaged in the textile and clothing trades. These are the exhibitions devoted to cotton textiles and artificial silk goods.

This year Vienna's great Spring Fair, which follows closely on the British trade exhibit, offers unprecedented bargains for the American buyer, who will have the opportunity to purchase goods at the lowest wholesale prices ever recorded in Austria.

These are but two outstanding examples of what is offered this year to draw the foreign buyer. Throughout spring these concentrated world markets will attract American merchants to steamers bound for Europe.

## A LETTER TO THE EDITOR

Saddle River, N. J.,

Editor, the OCEAN FERRY:

Dear Sir:

Thank you.

My usual silent offertory to you with each issue as I turn the last page with its feast of pictures and entertaining, chatty text.

There is a very solid bed of embers of travel memories, and though sometimes it might seem the fire is out, the OCEAN FERRY comes to hand and heaps up the fuel, and the flames of desire dance merrily again.

The purpose in writing, however, is not to tell you that, but to ask you to rescue from your October issue a rich and rare pearl of thought and give it the setting it deserves. . . .

"Money spent on travel is a permanent investment in happiness."

Emblazon it on the cover, above OCEAN FERRY—run as foot-line across bottom of pages—submit it to some artist for a poster—better ways may occur to you, the story is there. Memory is the savor of life, and nothing so enriches as travel.

HORACE MARKLEY.



## OBSERVED AND NOTED . . . By The Editor

PROFESSOR EINSTEIN, PLEASE FROM the morning of December 11 until the *Belgenland* sailed at midnight, December 15, more than 500 telephone calls came to the Red Star Line pier asking for Professor Albert Einstein, father of the theory of relativity.

The scientist and his wife were living aboard the *Belgenland* between their arrival here from Antwerp on the liner and their departure for California on the same ship when she sailed on the first leg of her seventh annual world cruise.

Nearly all of the four hundred odd persons calling over the telephone for Dr. Einstein wanted to speak to him personally. Many insisted that he would answer if the operator would ring the phone in his suite on board the *Belgenland*. They were reluctant to believe that there was no phone connection between ship and shore.

During the four nights the *Belgenland* was in port, seventy-two calls came in between 8 P.M. and 1 A.M. Late callers explained that they had selected the hour because the professor then would have time to talk with them.

Some wanted to know why he preferred the *Belgenland* to a hotel. The answer might well have been, "Because it has no telephone."

Twenty-two calls came from students either in high school or college who said they were "majoring in math and physics" and had some theories of their own in which the professor would be interested.

Thirty-four callers gave the name of Einstein, saying they believed they were distant relatives. The head of an Einstein family in New Orleans put in four long distance person-to-person calls from that city, but on each occasion the scientist and his wife were not aboard ship.

One call which was of interest to Einstein was from Silvio Cassi, a concert Laritone of New York, who had recorded on phonograph records in Detroit, the voice of Einstein speaking in Berlin over a world-wide hook-up during the broadcast of the Lights Golden Jubilee celebration, October 21, 1929.

Mr. Cassi played the records for Dr. Einstein on the ship's phonograph the night the *Belgenland* sailed for the Pacific Coast and gave him a set.

## BIRD IN THE BUSH

Cavaliere Magno Boscasso is forever helping some one in need. Sometimes it is a pantryman with a fine singing voice, an athlete striving for recognition; an unknown painter with a fine canvas for sale. There is a deep well of human sympathy in the manager of the *Majestic's* French restaurant and an uncanny

skill in judging character and ability. Every westward voyage finds him concerned over the problems of some deserving person, his pocketbook as well as his heart invariably coming to the rescue.

Last month when the *Majestic* cleared the Cherbourg breakwater, the cavaliere for once was carefree, for his proteges were all doing nicely. In fact, he felt lost with no fledgling under his wing.

The break did not last long, however. Hardly had the French coast disappeared astern, when Boscasso found occasion to be anxious. This time it was for the comfort of a weary little green finch that fluttered to his feet near an open window.

"Poor little fellow!" mused the manager, and straightway provided a cage and food for the feathered visitor that had been blown seaward some four hundred miles—too far to regain the land. Several passengers begged for the little bird—even offered to buy it. Boscasso's kindly nature shrank from the idea of captivity for this little wild creature, but with typical Italian tact and a gleam of humor, he explained: This poor little fellow is perhaps thinking of his nest in France where he has left his wife and children. He should not be made a prisoner. Ah, no! It is better that I take him back and let him join his people when we reach the breakwater. Already he has sung beautifully for me and knows I am his good friend. Next week when he flies back to shore he will find his mates and tell them what a fine place is the *Majestic's* French restaurant!

Proving that sometimes it may be the bird in the bush that's worth two in the hand.

\* \* \*

## SHIPMATES

When Lt. Harry P. McLean Connor was winging his way from Newfoundland to England recently as navigator of the Bellanca monoplane *Columbia*, his hazardous flight across the Atlantic was closely followed in the radio room of the Panama Pacific liner *Virginia*, north-bound from Panama.

The vigil was kept by William G. Gilfillan, the *Virginia's* purser, who sat throughout the early morning hours with one of the radio operators, hoping to pick up from some steamship a report of the plane's position, for the *Columbia* herself carried no wireless. Gilfillan and Connor had been buddies on the *California* when Connor was third officer of that vessel. They had often discussed such a flight as Connor was now making.

It was known on board the *Virginia* that the Bellanca plane was fighting through adverse weather. Gilfillan had written a brief radio of congratulation

to be sent to Croyden, where the plane was scheduled to land, but he feared to dispatch it until he knew that Connor was safe. The plane was now two hours overdue and unreported.

Presently, down there in the Caribbean Sea, the *Virginia's* operator heard the wireless station at Devizes, in Wiltshire, England, call the *Berengaria*, then off Cherbourg, to know if the plane had been sighted. Later the *Virginia* got in touch with Devizes and the operator there said he would call if he got any news of the Bellanca plane. Within a half hour Devizes reported that the plane was safe but had been forced down at Tresco, an island off the extreme westerly end of England. Gilfillan then sent his message direct to Tresco, and it was the first to reach the disabled plane.

Meanwhile Connor, who knows the position of every wireless station of importance, sent a message to Gilfillan—the first to come westward after the landing.

The incident serves to illustrate the efficacy of wireless, particularly on steamships of the Panama Pacific Line. During the hectic condition of the stock market last summer, travelers on the *Virginia*, *California* and *Pennsylvania* during the 5,000-mile run between New York and San Francisco, kept in touch constantly with the market conditions, and hundreds of thousands of dollars were saved by the timely reports received aboard ship and the facility for sending orders to brokers in the United States.

## RARE AIRMAIL STAMPS

When the *Virginia* arrived in New York, a few days after Connor had been acclaimed at Croyden Airport, Gilfillan received a letter from him mailed in Newfoundland, just before the take-off. It contained a block of four stamps, part of a special issue for the *Columbia's* air mail, which was limited to fifty-six. Connor and Captain Errol Boyd, the pilot, each received four, the rest being reserved for use of the Canadian government.

Connor advised the *Virginia's* purser to hold them, for if the flight was successful they would be of great value. On his return to New York last month, Gilfillan received another letter from the navigator in Canada to say that the four stamps held by Gilfillan were the only ones of that issue now on the American continent, and were wanted in Ottawa for exhibition. The purser had just read the letter when a stamp collector, who had been urging him throughout the voyage to sell the block, said: "If you won't sell the block of four, I'll give you \$500 for one." "Sorry," said Gilfillan. "A friend of mine needs them in Canada."





## SOME NOTABLE PASSENGERS ON FAMOUS SHIPS



Randolph Churchill, 20-year-old son of Winston Churchill, and Tory firebrand, arrived on the Majestic for a lecture tour



Dorothy Mackail, star of the talking screen, returned from a European vacation on the Olympic



Marion Davies, popular star of The Florodora Girl, on board the Majestic



Lady Diana Duff-Cooper, noted English beauty, on the Olympic



Ogden Mills, Under-Secretary of the Treasury, with Mrs. Mills and their children, Dorothy and Philip Fell, on the Olympic



Rev. S. Parkes Cadman, pastor of the Central Congregational Church, Brooklyn, and radio preacher, on the Olympic



Harry C. Cushing, III, and Mrs. Cushing (the former Cathleen Vanderbilt) on the Olympic



Dennis King, singing star of stage and screen, on the Olympic



Rodman Wanamaker, II and his bride, the former Alexandra Van Rensselaer Devereux, on the Olympic



## SOME VIEWS OF TWO NEW I. M. M. OFFICES IN THE SOUTHWEST



Display windows on the St. Paul Street side of the Dallas office in the new Athletic Club building, where effective use has been made of display material. House flags and window lettering advertise the company's lines and the ports they serve

COINCIDENT with the redistricting of the Southwestern territory which was a factor in the expanding and strengthening of the International Mercantile Marine organization some months ago, was the selection and equipping of two new offices, one to house the newly organized district office at Dallas, Texas, and one for the Moran Steamship Agency at Houston, Texas recently appointed general agents of the company to serve the southern part of the state.



H. C. Moran, head of the Moran Steamship Agency, Houston, and O. A. Anthony, former district passenger agent at Houston, who is now associated with Mr. Moran, at their desks in the private office of their new quarters in the Chronicle Building



Left: Interior view of the Dallas office showing a pleasing wall treatment and arrangement of furniture. W. R. Sobers, manager, is standing at entrance. Right: Another view of the Dallas office showing an attractive arrangement of framed pictures above the dignified paneled wainscoting. Ships' lanterns on the windowsills add a nautical touch



### BELGENLAND'S 7th CRUISE

(Continued from page 5)

The afternoon was called the Belgenland Handicap.

New Year's Eve celebration began with a gala dinner on board the ship at 6:30, during which the party was entertained by the famous Marimba Band from Agua Caliente, and by Spanish songs.

Dinner was followed by a dance and supper given by the management at the El Cortez Hotel at San Diego, with the Belgenland's smart jazz orchestra furnishing the music.

The Belgenland passengers saw the old year out as the ship steamed out of San Diego Harbor headed for Los Angeles. A midnight talking-picture show was followed by a dance in the charming Japanese tea room which lasted till the dawn of the new year.

As on the Belgenland's previous six round-the-world voyages, the cruise is operated by the Red Star Line in co-operation with the American Express

Company, which has charge of shore excursions.

Both organizations have sent men specially qualified by experience and personality to carry out the elaborate cruise program both afloat and ashore without a hitch and assure the comfort and pleasure of the world tourists.

Heading the Red Star Line staff is Arthur J. Rood, of the New York office of the International Mercantile Marine Company, who is making his seventh world cruise, and has served as director of many West Indies and Mediterranean cruises. He will be ably assisted by William Seabrook, of the Chicago office, making his 6th world cruise, who will handle publicity matters, and Paul E. Curau, of the New York office, who has been in charge of a number of Mediterranean cruises for the company, and is making his second trip around the world.

Acting for the American Express Company will be Ardean Burns, assisted by W. A. Shedd and William R. McPhail.

### A. T. L. STAFF AT LONDON HOLDS 28th ANNUAL CONCERT

THE twenty-eighth annual smoking-concert of the Atlantic Transport Line Sports and Social Club was held at the Cannon Street Hotel, London, on November 26th, scoring the social and professional success that has come to be an accepted feature of these concerts, and netting a substantial sum for the Seamen's Hospital.

The program of entertainment which this year consisted entirely of professional turns, was managed by Montague J. Rose, a member of the A. T. L. staff.

During the intermission the audience was addressed by James F. Horncastle, chairman of the line, who presided, and by Sir Arthur Clarke, chairman of the Seamen's Hospital, who thanked the A. T. L. staff for their generous support of the hospital over a long period of years.

Figures are not yet available for this concert, but as a result of last year's entertainment, the hospital received \$400.









## THE OCEAN FERRY



### AN IDEAL FOUR-WEEK HOLIDAY

By David E. Sassee

EARLY in the spring, as was our custom, my wife and I started our annual plans for the summer vacation. "Shall it be Europe, with a visit to Oberammergau and the Passion Play?" No; we have only a month. How about a trip to California, via the Canal route? "Great!" we decided, and we booked passage on the S.S. *California*, of the Panama Pacific line.

We shall never regret the decision, for it proved the most delightful as well as the longest voyage we ever made—on four oceans—the Atlantic, Gulf of Mexico, Caribbean Sea and the broad Pacific. We were sixteen days on the water. And there was never a dull moment. From the time we waved adieu to the Goddess of Liberty until we entered the Golden Gate, the trip was one of boundless delight. The great *California*, with her electric propulsion and every modern convenience, sailed as on a sea of glass, not a wave bigger than a white-cap was seen, even in the Caribbean, noted for its brief squalls.

The day's stopover in Havana was a treat to us, who had never been so near the Equator. Its free beer-garden was a novelty; the sight of old Morro Castle and the shaft to the heroes of the *Maine*; the ride along the beautiful Prado; a visit to one of the most wonderful cemeteries in the world, and a tour of the great Clay cigar factory, afforded a day full of novelty and interest.

At Balboa end of the Canal a cloud-burst gave every passenger a thrill. The Phosphorescent Sea, a few hours out on the Pacific, was a source of wonderment; the sight of a whale spouting a half-mile away, and a turtle that looked as big as a trolley-car, swimming lazily by the ship, were novel sights.

One day and evening at San Diego with a motor-trip to Tia Juana, just over the Mexican border, and a twenty-four-hour stopover at Los Angeles, which afforded a tour of the Magic City and still more magic city of Hollywood, completed the delightful trip, except for the last leg to the Golden Gate and San Francisco.

One more thing that should not be forgotten—and will not be—was the masquerade dinner just before arriving at San Diego. It was comparable to the captain's dinners on transatlantic liners, and I can remember no captain's dinner that was finer. It was my ill-luck that I was on a diet and had to miss the delights of sweets and marvelous dishes! Nevertheless, I should like to give a large measure of credit to Captain Robert J. Sullivan, who was responsible for the success of the party.

It is interesting to note that the word "tip" is supposed to have had its origin in the custom of English inn-keepers, who nailed boxes against the wall near the entrance, so that patrons might drop therein a small amount "to insure promptness." The description soon became contracted to "T.I.P."

### STEWART WANTS TO IDENTIFY PANEL FOUND ON BATTLEFIELD



Old walnut hinged panel picked up at Paschendalle Ridge near Ypres, in 1917

IN the fall of 1917 when the British were preparing for an assault at Paschendalle Ridge in Belgium one of the gunners of the 279th Siege Battery picked up a small walnut panel heavily incrustured with dried mud and handed it to Quartermaster-Sergeant Harry E. Ashmore, now steward of the officers' club of the International Mercantile Marine Company on Pier 60.

"You've got a mind for antiques," said the gunner, facetiously, "add this to your collection."

Ashmore later scrubbed off the dirt, rubbed up the panel with oil, revealing a beautiful piece of carving probably three hundred years old. It had evidently been blown out of some cloth hall or church by enemy gunfire, but curiously was not marred. He kept it in his kit for several weeks and then sent it to his home in England. When he moved to New York, the panel came with him. The carving, which is an inch and a quarter deep, is cut in a panel ten and a half by twenty-two inches, and depicts St. Paul carrying a book and a sword. On one side are metal hinges set into the wood by pegs.

Although he prizes the piece, Ashmore has always felt that it should be sent back to Belgium to be kept in a museum somewhere near the place where it had been for three centuries.

Looking over his military map recently the steward located the exact place where the panel was picked up. The spot is between St. Jean and Potyze, 4,000 yards northeast of Ypres. This information

and a photograph of the panel he has sent to a representative of the Ypres League, a post-war organization, which still keeps a small detachment of British ex-soldiers in Belgium caring for British graves.

When the panel is identified, Ashmore plans to send it back to Belgium.

### A HORSE SHOW 200 YEARS OLD

This year, in August, the famous Dublin Horse Show celebrates its 200th anniversary. From east to west and from both hemispheres the crowds flock to this great show, not only the Irish, but all nations come. Here you see a horse that is proud. Nameek animals who feel that the motor era is about to make them extinct, but horses that will make you an intimate of horses for the rest of your life. Please, oh, please, do not go there in a motor car. It would be an insult; but jump into a real Irish side car and let a horse take you to its own fête. I've heard Irishmen unconsciously parody Browning's famous lines, when they have said: "There's the Horse Show again, the world can't come to an end yet!" And after that there's Dublin. Stick George Moore's "Hail and Farewell" or James Stephen's "The Charwoman's Daughter" in your pocket and I wager what you read and what you see will make your Irish week very memorable.

E. R. P.

### BIG LEAGUE BASEBALL MAN A PANAMA PACIFIC LINE FAN

Cleveland Baseball Company,  
League Park,  
Cleveland, Ohio.  
Manager, Panama Pacific Line:

In every business catering to the public, such as operating a big league ball club or running a major steamship line, one invariably hears from the critics and seldom gets any word from the satisfied. At least, that has been my experience in operating a major league ball club. Every year we play to over a million people, of whom a great majority are highly satisfied with the service offered them, but, as in every business, there are those who feel they have a grievance and it is such people who voice their opinion.

I just want you to know that I am one of your highly satisfied customers. I left New York for the Coast on your ship the *California*, sailing from New York on October 11th. It was by far the most delightful vacation I have ever spent. From the cabin boy to the captain, every one on the ship seemed to make a personal effort to please the passengers and make their trip all the more enjoyable. It was a cruise I shall long recall with most pleasant memories.

Due to the fact that I was somehow prevailed upon to accept the chairmanship of the Sports Committee, I was thrown into direct contact with your purser of the *California*, Mr. D. V. Healy. If there was one single person, more than any other, who helped to put the trip over from the standpoint of the passenger, it was the purser of the *California*. While I paid full rates for my passage, he had me working constantly for about five days helping to satisfy the rest of the customers, and making me like it. I am sure your company has a most valued employee in Mr. Healy, and I want to personally call attention to the fact that he did much to make my trip, as well as the rest of the passenger list, a most enjoyable one.

As I have said before, the satisfied customer seldom takes the time to write and express his feelings. I always like to get such letters from the baseball fans and, for that reason, am taking time out to express my satisfaction over my recent trip on the *California*.

BILLY EVANS,  
General Manager.



## THE OCEAN FERRY



### A FAMILY GROUP



Winnipeg gained eight sturdy farmers and three promising prospective ones when the Meszaros family arrived in Canada on the Red Star liner *Pennland* recently. The photograph of mother, father and twelve children was taken in front of the Steen, the 10th Century castle on the waterfront, when they were about to board the *Pennland* en route from their old home in Hungary to the new one in Canada.

### PASSENGERS APPRECIATE LANDING AGENT'S HELP

SEVERAL months ago the OCEAN FERRY published an article on the splendid work done by the three landing agents of the International Mercantile Marine Company, in assisting aliens through the sometimes complicated formalities of entry into the United States. It is a pleasure, therefore, to publish the following letters, received recently by one of these agents, Thomas Grogan, in which two passengers express their appreciation of this service:

The Theological Seminary,  
Princeton, N. J.

Dear Mr. Grogan:  
After having arrived safely at our American home and having had a day or two to settle down, I feel myself impelled to write a note to you to express my deep gratefulness for all you did to secure our entrance into the United States. You were a friend indeed in those twenty-four hours when we were uncertain, and rather uneasy, what was going to happen to us. I can assure you it was good to see your face on the ship, and particularly at Ellis Island, as you talked to the officials on our behalf. And I know that we owe a lot to your intervention for our speedy hearing and release. Many thanks, Mr. Grogan, for this act of friendship.

A. M. MEIRING.

86 Nassau Street,  
Princeton, N. J.

Dear Mr. Grogan:  
It affords my wife and myself much pleasure to write these few words to you—in deepest gratitude for the very friendly and sympathetic way you helped us through the Ellis Island formalities. Strangers in a strange country, we felt rather blue—but somehow your ever-smiling face and kind words imbued us with courage and hope. It was indeed a happy consolation to know that you were championing our cause, and you did go out of your way to smooth out matters for us. Thanks ever so much.

We arrived safely at our destination. America is a very wonderful country—quite different to what we are used to in our own. We are setting out on a courageous task to learn as much as possible of this enterprising people in the rather short space of time we have at our disposal. We take this opportunity of expressing our gratitude and you will pardon us if we take back to South Africa your name as a great friend of those who find themselves prisoners at Ellis Island.

LOUIS BOTHA.

The *Homer* has room for 840 tourist third class passengers.

### PARLOR CARS ON BOAT TRAINS IN LONDON-SOUTHAMPTON RUN

IN order to minister more effectively to the comfort of American visitors to England, parlor cars will be provided on all boat trains operated by the Southern Railway between Southampton and London, beginning January 1, 1931, for passengers arriving from or leaving for the United States.

Each car will be fitted with a kitchen so that passengers can be served with meals at their individual tables, and it is expected that the new service will prove very popular with American travelers.

### Golf Courses by the Ton

On a recent westward voyage, the Panama Pacific liner *California* carried 200 tons of miniature golf equipment to Los Angeles. Golf materials included miles of patent greens, new creations in tunnels, hundreds of new hazards, and other equipment to satisfy Southern California's fad for the novel outdoor sport.

### CHICAGO'S SUPER-SALESWOMEN



With four such attractive and ambitious stenographers putting their shoulders to the wheel to help sell the *Belgenland* world cruise it is no wonder the Chicago office made a good showing. This snapshot, which they themselves named "Salesmanship on a High Plane," was taken on the roof of the Lake Michigan Building, in which the office is located, amid the surrounding peaks of the famous Loop district. Left to right: Helene Brunnengraber, Mary Kolberg, Vivian Machat and Josephine O'Brien.

### H. G. LEAVITT RETIRES AFTER 28 YEARS IN WHITE STAR LINE

With the departure of the R.M.S. *Doric* on November 28, marking the closing of navigation on the St. Lawrence route, H. G. Leavitt, assistant marine superintendent of the White Star Line Canadian Service, severed his active connection with the company, having reached the age of retirement. The occasion was suitably recognized by the dock and shore office staffs, who presented Mr. Leavitt with a handsome, well-filled wallet.

Major P. A. Curry, general manager of the White Star Line Canadian Service, made the presentation, with which he coupled appreciative reference to the loyalty and good work of the retiring company official.

Mr. Leavitt, in 1902, joined the Dominion Line, which was later incorporated in the White Star Line. In addition to handling the big passenger liners of the company's Canadian fleet, he also superintended the cargo steamers of the associated Leyland Line, which run between Montreal and United Kingdom ports.

A familiar and popular figure on the waterfront, Mr. Leavitt will be missed by his colleagues in the shipping fraternity of Montreal when he goes to Portland to reside in the near future, and he takes away with him their best wishes for a long life and continued happiness in his retirement.

### BISHOP PRAISES EQUIPMENT FOR HOLY MASS ON MAJESTIC

LAST fall Rt. Rev. August John Schwertner, Roman Catholic bishop of Wichita, Kansas, and Rev. F. J. Morrell, chancellor of the diocese, crossed from England on the White Star liner *Majestic*. On arrival home, Father Morrell wrote the following letter to Rev. Father Hurley, port chaplain at Southampton, for publication in *The Apostleship of the Sea*:

"Recently Bishop Schwertner and myself returned from Europe on the S.S. *Majestic*. During our voyage we had the privilege of daily Mass on board. His Lordship wishes to express his appreciation of the excellent arrangements made for the celebration of Holy Mass and also of the very efficient and courteous services rendered by Mr. Alcock, the steward in attendance."

### BAGGAGE STAFF COMES IN FOR A SHARE OF PRAISE

270 Madison Avenue,  
New York, N. Y.

Managers, International Mercantile Marine Company:

I hasten to express my very deep appreciation of your courtesy in facilitating Mrs. Phillips' entry to the port last night, on the *Cedric*. I have met many people on the docks in recent years, and have never seen things move with such celerity.

One of your baggage men appeared almost as soon as our party reached the letter "P"; the baggage was assembled, including trunks, almost instantly; and a customs man was forthcoming in short order. Altogether I don't think it was more than fifteen minutes from the time they put feet on the pier, until I had them in a taxi downstairs.

I should like particularly to commend the man who aided us, R. Manzo, of your baggage department, at Pier 59. He stayed with us from the moment Mrs. Phillips and her daughter came to the baggage examination point, until we had left the pier, and his courteous and efficient aid were of great value.

FRANKLIN SNOW,  
Christian Science Monitor  
Transportation Editor.

### A MASQUERADE GROUP

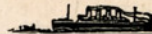


A masquerade is one of the traditional and still one of the most popular diversions on an Atlantic crossing and the *Pennland* has acquired a reputation, particularly among the younger generation of travelers, for the gaiety of her costume parties. A recent masquerade ball on this popular tourist third class liner brought out the above group of Tyrolean and Dutch costumes, the latter outfits having been copied by the young ladies from the little Volendam doll shown in the center. Left to right are Miss Harriet Brown, Chillicothe, Ohio; Miss Sally Ramey, Baltimore, Md.; Carl F. Keck, Milwaukee, Wis.; Miss Wilhelmina Chesney, Seaford, Ontario; Miss Blanche E. Edwards, Salisbury Centre, N. Y.





# 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
Jan. 10	Majestic
.....	Homer
Jan. 30	Majestic
Feb. 20	Olympic
Mar. 13	Olympic
Mar. 26	Majestic
Apr. 3	Olympic
Apr. 10	Homer
Apr. 17	Majestic
Apr. 24	Olympic
Apr. 30	Homer
May 8	Majestic
May 15	Olympic
May 22	Homer
May 29	Majestic
June 5	Olympic
June 12	Homer
June 19	Majestic
June 26	Olympic
July 3	Homer
July 8	Majestic
July 16	Olympic
July 23	Homer
July 31	Majestic

#### New York—Cobh—Liverpool

From New York	From Liverpool
Jan. 3†	Cedric
Jan. 17†	Baltic
Jan. 31†	Laurentic
Feb. 14†	Adriatic
Feb. 28†	Baltic
Mar. 14†	Cedric
Mar. 28†	Baltic
Apr. 4	Britannic (New)
Apr. 11†	Laurentic
Apr. 18†	Adriatic
Apr. 25†*	Baltic
May 2	Cedric
May 9†	Britannic (New)
May 15	Adriatic
May 23†*	Baltic
May 29	Cedric
June 6†	Britannic (New)
June 13	Adriatic
June 20†*	Baltic
June 27	Cedric

NOTE. Steamers in this service carry Cabin, Tourist and Third Class. The Cedric and Britannic call at Boston both eastbound and westbound.  
†Calls at Boston.  
†Via Halifax.  
††Via Belfast and Glasgow.  
\*Via Galway.

#### ATLANTIC ISLES CRUISE

##### White Star Line

Southampton to Ponta Delgada, Madeira, Tenerife, Las Palmas, Casablanca, Tangier, Arosa Bay.  
Calgarie . . . . . Feb. 21

#### RED STAR LINE Plymouth—Cherbourg—Antwerp

From New York	From Antwerp
Jan. 31*	Pennland
Feb. 6†	Westernland
.....	Lapland
Mar. 6†	Westernland
Mar. 20†	Pennland
Apr. 3	Westernland
Apr. 11	Lapland
Apr. 17	Pennland
May 1	Belgenland
May 8	Westernland
May 15	Lapland
May 22	Pennland
May 29	Belgenland
June 6	Westernland

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.  
\*Calls at London.

#### WHITE STAR LINE—CANADIAN SERVICE

##### Montreal—Quebec—Liverpool

From Montreal and Quebec	From Liverpool*
May 9	Laurentic
May 23	Doric
May 30	Arabic
June 6	Laurentic
June 13	Albertic
June 20	Doric
June 27	Arabic
.....	Laurentic
July 11	Albertic
July 18	Doric

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

##### London—Southampton—Quebec—

From Montreal and Quebec	From London
Apr. 30	Calgarie
May 14	Megantic
May 28	Calgarie
June 11	Megantic
July 8	Megantic
Aug. 6	Megantic

†Via Southampton and Havre.  
†Via Havre, Southampton and Queenstown.  
\*Via Southampton and Queenstown.

NOTE. London passengers embark on these steamers at Southampton.

#### MEDITERRANEAN CRUISES

##### White Star Line

New York to Madeira, Gibraltar, Algiers, Monaco, Naples, Athens, Chanak Kalesi, Istanbul, Haifa, Alexandria, Syracuse, Naples, Monaco, Gibraltar (46 days).

Britannic (New) . . . . . Jan. 8

New York to Madeira, Casablanca, Cadiz, Gibraltar, Algiers, Naples, Athens, Dardanelles, Istanbul, Haifa, Alexandria, Naples, Monaco, Gibraltar, Southampton (45 days).

Homer . . . . . Jan. 24

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

Calgarie . . . . . Jan. 31

#### 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
.....	Pennsylvania
Jan. 3	California
Jan. 17	Virginia
Jan. 31	Pennsylvania
Feb. 14	California
Feb. 28	Virginia
Mar. 14	Pennsylvania
Mar. 28	California
Apr. 11	Virginia
Apr. 25	Pennsylvania
May 9	California
May 30	Virginia
June 13	Pennsylvania
June 27	California
July 11	Virginia

#### ATLANTIC TRANSPORT LINE

From New York	From London
Feb. 28*††	Minnetonka
Mar. 7††	Minnekahda
Mar. 28*	Minnetonka
Apr. 4††	Minnekahda
Apr. 11*	Minnewaska
Apr. 25*	Minnetonka
May 2††	Minnekahda
May 9*	Minnewaska
May 23*	Minnetonka
May 30††	Minnekahda
June 6*	Minnewaska
June 20*	Minnetonka
June 27††	Minnekahda
July 3*	Minnewaska
July 18*	Minnetonka
July 25††	Minnekahda
Aug. 1*	Minnewaska
Aug. 15*	Minnetonka

NOTE. The Minnekahda carries only tourist third cabin passengers.

\*Via Cherbourg.

†Via Boulogne.

††Via Plymouth.

†††Via Halifax.

#### WEST INDIES CRUISES

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

Lapland . . . . . Feb. 18

Britannic . . . . . Mar. 14

New York to Havana, Nassau, Bermuda.

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

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

Britannic . . . (16 days) . . . Feb. 25