

THE OCEAN FERRY



Monte Carlo

DECEMBER 1931

THE OCEAN FERRY

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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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SUNLIGHT AND SHADOW IN ALGIERS

Shafts of bright, hot sunlight filtering into narrow alleys to make sharp contrast with deep shadows below; overhanging second storeys supported by wooden braces; tiny hole-in-the-wall shops; sleepy little panniered donkeys; worn, cobbled steps leading down hill to the waterfront; the shuffling footsteps of turbaned men and heavily veiled women; these make up the picture of native life in the old Kasaba quarter of the Paris of the Barbary coast, and delight the seeker after the picturesque. Algiers is a port of call on Mediterranean cruises of the White Star liners Britannic and Homeric scheduled for the coming winter

LEGEND OF THE HOLY THORN

VISITORS to Glastonbury at Christmas will see the celebrated "Holy Thorn," which blooms at Yuletide. Romantic tradition informs us that the Thorn sprang from the staff of Joseph of Arimathea, who came here bearing the Holy Grail. The tired saint stopped to pray at Wirral Hill (Wearyall), leaning on his staff, and "lo, when the prayer was ended the staff had taken root and blossomed." And so the "Holy Thorn" was reverently tended till the seventeenth century, when it was hewn down by a fanatic who cut off his own leg in the process. But slips had been taken from the parent thorn, and one of them is still growing in the beautiful grounds of the venerable abbey, while another overshadows the Chalice Well. This is another legend-haunted spot, for here men say St. Joseph buried the Holy Grail, and immediately a spring gushed forth and was found to be tinged with the Holy Blood of the Redeemer, and has ever since shown a reddish colour. Actually it is a chalybeate spring, and a reddish fungus grows on the surface, but it has been an object of veneration for many centuries. It was visited by Saxon and Celtic saints, St. Patrick, St. Brigid, St. Aldhelm and St. Dunstan, and by numerous kings, while King Arthur himself is said to have been buried near by. There are traces of pre-Roman masonry in this wonderful well, and there is little doubt that it was a Holy Well resorted to by the devout for centuries before Christianity.

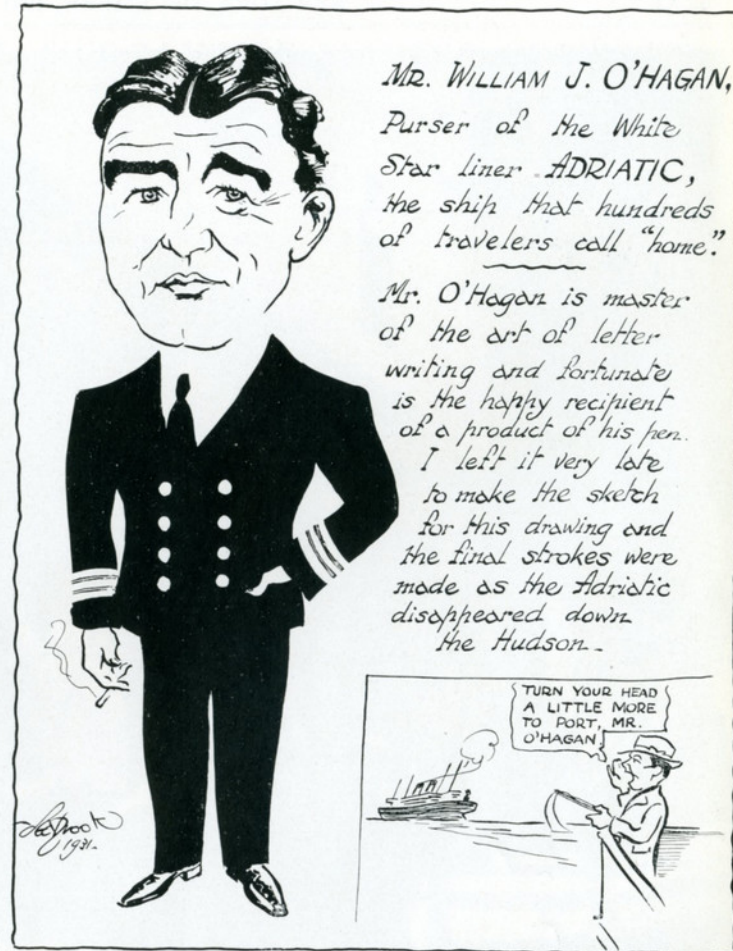
CUBA MAKING PREPARATIONS FOR LIVELY TOURIST SEASON

HAVING banished last year's clouds from its political horizon, Cuba has been busily engaged for some months past in preparing for an unusually lively winter season, according to Bernardo Nunez, head of the Cuban National Tourist Commission, an organization which has played an important part in the phenomenal development of the island both as a winter and a summer resort for Americans.

Cuba's hospitality toward Americans has long manifested itself in their exemption from the necessity of passports or visas, a three months' duty-free and tax-free period for American automobiles, which this year is extended to six months, and special consideration and preference by Cuban customs and immigration services.

Among the important tourist items of special interest mentioned by Mr. Nunez is the fact that Mayor Tirso Mesa of Havana has arranged with the exclusive Havana Biltmore Yacht and Country Club to give membership to all members of American golf or country clubs for the duration of their stay in Cuba. Since Cuba has no municipal courses this arrangement will be most welcome to golf enthusiasts.

SEABROOK ALMOST DOESN'T SKETCH MR. O'HAGAN



and pleasure craft, and a comprehensive program of nautical sporting events is planned, opening with the annual international Star Class sailing championship early in February.

The completion and opening to the public of the new \$100,000,000 Cuban Central Highway which extends 850 miles from one end of the island to the other opens up an entirely new vista for visitors to the island and it is expected that now many more tourists will take their automobiles with them, so that they can make tours over this highway to the fascinating up-island towns and cities, little known to visitors up to now. Of these, Santiago de Cuba has a special interest for Americans because of its historic connection with their own country during the Cuban war of independence. Near Santiago are many memorials to American soldiers who fell in the conflict.

Cuba's severe harbor and customs regulations have been greatly modified this year to encourage American yachts

and pleasure craft, and a comprehensive program of nautical sporting events is planned, opening with the annual international Star Class sailing championship early in February.

The winter racing season will open at Orienta Park, Havana, on the 19th of this month and continue for 80 days, and the Gran Casino Nacional, Havana's smart gambling salon and supper club, will open on the same day.

This year, as for several seasons, specially trained English speaking policemen will be on duty in Havana to aid American visitors.

Drug Store 350 Years Old

The Dresden "Hofapotheke" or court pharmacy celebrates this month its 350th anniversary. Before the end of the 16th century it had become one of the sights of the city. Peter the Great visited it during a stay in Dresden.

WHEN TRANSATLANTIC BELLES WORE BASQUES AND BUSTLES



SCENES ABOARD THE LATEST WHITE STAR LINER, GERMANIC—1875

"Under the Gaslight" might be the title of the upper picture of this group of sketches which appeared in Frank Leslie's Illustrated Newspaper of June 19, 1875, for the Germanic, being the last word in ship design, was equipped with elegant gas chandeliers instead of oil lamps. Note the charming little gun carriages on which the wine rests, the racks for glasses over each table, and the impressive mutton chop whiskers of the steward. The group of young bloods in the lower left hand picture are enjoying the "clublike atmosphere" of the smoking room. At the right, a young gallant is not letting a high wind cramp his style. The very pensive young lady at the railing can be none other than Alice in Wonderland, if we judge by her coiffure.

FADED and crumbling copy of Frank Leslie's Illustrated Newspaper salvaged recently from a second hand bookstore because it contained sketches of some of the famous White Star liners of grandfather's day, brought home most impressively the important place that news of ships occupied in those days, and the eminence the line had already attained in its first few years of existence.

Just sixty years ago this New York weekly was running columns of comment on the startling innovations in shipbuilding represented by the Oceanic, pioneer ship of the line, and the first ship to depart from the traditional plan of locating the dining saloon, surrounded by cabins, in the extreme stern, where passengers felt the full pitch of the ship and were annoyed by the noise of the machinery.

Later, the Oceanic having demonstrated that these innovations were a vast improvement over the old style of ship design, each succeeding steamer of the White Star Line was greeted with salvos of praise.

Leslie's commentator speaking of the Germanic begins with a word of congratulation to the "gentlemen in charge of the White Star Line for their enterprise and good management in continuing to add new vessels to their admirable fleet, all constructed on the plan that made the Oceanic so popular.

"How the company can afford to furnish their vessels with so rich appointments" he went on to say, "is probably a secret to themselves; however, the experience of those ships proves that where extraordinary pains are taken to render the ocean travel of the public safe and comfortable, an appreciation is attained sufficient to give encouragement, at least, for the heavy outlay. The cabins resemble the drawing rooms of some rich old feudal manor. The vessels are virtually floating homes."

The many charms of the ship are dealt with in detail, and finally we arrive at the "ladies' boudoir" which claims the special notice of our journalist, for "it is a spacious room about twenty by twelve feet!"

He describes its handsome upholstery ornamented by exquisite gold embroidery, and its tables for reading, sewing and chess playing and then goes on, with what appears to be just a shade of venom, which, incidentally, got the best of his grammar and resulted in a badly split infinitive: "At either end magnificent mirrors give the fair occupants ample opportunity to at once admire themselves and criticize the faces, figures and adornments of their companions."

Except for this one excursion into the field of banter, the writer devotes himself to superlatives about the ship's decorations and equipment. Many ladies of today would be amused at his special commendation of the excellent planning which placed the smoke room at the entrance to the saloon "but separated from it by a passage wide enough to prevent the fragrance of the most powerful Havana from insinuating itself into the dining apartment."

Even the third class section is not without its share of praise for he found

(Continued on page 7)

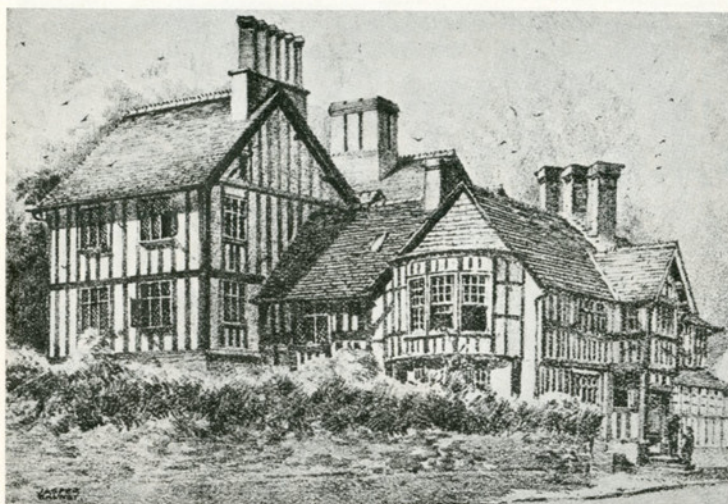


THE OCEAN FERRY



OLD ENGLISH INNS AT CHRISTMAS TIME

GEORGE LONG F.R.G.S.



Courtesy of Trust Houses, Ltd., London

THE RADNORSHIRE ARMS, PRESTEIGN

Over the porch of this picturesque inn in the most easterly town in Wales, is the date 1616. It was not then an inn, but the private dwelling of a brother of John Bradshaw, the regicide, who signed the death warrant of Charles I. The Radnorshire Arms is full of oak beams, oak panelling, secret passages, hiding places and legends of the Bradshaws.

VISITORS to England who wish to enjoy an old-fashioned Christmas at an inn can take their choice of Pilgrims' Inns, Dickens' Inns, Smugglers' Inns and Highwaymen's Inns. Many of these retain their lovely old buildings of the Tudor period with quaint gables and timbered fronts; others are glorious old structures of unknown antiquity with "cob" walls made of mud or chalk and whitewashed, and deep overhanging thatch roofs; again, there are stately structures of cut stone—like the Lygon Arms at Broadway in Worcestershire—which were once the homes of some noble and are to-day packed with treasures of art, curios and old furniture. Some of the larger are now called "hotels," but there are still more little village inns where good food and modest comfort can be obtained. Somerset, Devon and Cornwall are particularly rich in these small village inns, noted for the excellent fare they provide, especially the clotted cream, a rich, thick "scald" cream, the making of which was introduced by the Phenicians who came to buy tin two thousand years ago! And at Christmas time—turkey and plum pudding, brought in ablaze with good brandy which has been poured over it and set afire.

The traveller who wishes to spend his Christmas over a turf fire which never goes out and remote from town and London pleasures can go to the Waggon and Horses, Saltersgate, on the Yorkshire moors, twelve miles from the coast and eight from the nearest market town.

Should he ask historic associations he will find Christmas fare at Ye Old King's Heade at Aylesbury in Buckinghamshire, which was Cromwell's headquarters; or at the White Swan and the Shakespeare at Stratford-on-Avon.

A lounge which dates to 1430 and a dining-room of 1646 are the attractions of the Spreadeagle, Midhurst, Surrey, which serves hot punch to its guests at midnight and turns them out in good time to see the hounds meet in Cowdray Park on Boxing Day (December 26) after an old style party. Great Fosters at Egham in the same county goes back to Elizabethan days, for its Christmas fare and fun, and promises both this Christmas Day. Then there is the Rose and Thistle, Alwinton, Northumberland, the last inn on the border between England and Scotland. Rob Roy stayed here, the Covenanters hid in secret niches in the walls, and a good old Christmas is kept up, with frummety supper on the Eve, Yule cakes, Christmas tree, Yule logs, the goose, and the huge steaming punch bowl.

Particularly delightful is the George at Glastonbury, which stands to-day very much as it did when it was built by Abbot John Selwood for pilgrims in 1475, with a superb carved stone front. Close by is the ancient building known as the Tribunal, where the last Abbot of Glastonbury, Richard Whiting, spent the night before he was carried to the top of Glastonbury Tor and hanged. In Cromwell's diary we find this passage in his

own hand: "The Abbot of Glaston to be tried at Glaston, and also executed there with his complices. . . . See the evidence be well sorted and the indictments well drawn." Whiting was hanged in 1539 and beheaded in 1596.

But I must return to our Old Inns. A very interesting example is the Bell at Finedon, which was once the property of a Saxon Queen, Editha, and has a statute of the lady on the front. A remarkably fine old Pilgrim's Inn is the New Inn at Gloucester, built in 1450 by John Twynning, a monk of the Abbey, for the accommodation of the hosts of devout persons who thronged to the tomb of the "martyred" King Edward II. It still retains a most picturesque old galleried courtyard. There is also an exceptionally interesting old inn at Colnbrook, twenty miles from London on the Bath Road, the Ostrich. The present structure, dating from Tudor times, is the successor of an inn erected in 1106.

M.V. GEORGIC, LAUNCHED NOV. 12 HAS MODERNISTIC DECORATION

THE newest addition to the White Star fleet, the motor vessel *Georgic*, was successfully launched at the Harland and Wolff yards, Belfast, on the morning of November 12.

While the *Georgic* is a sistership of the popular *Britannic*, first motorship of the line, and largest cabin liner in the world, which entered the service in June 1930, she will differ from the *Britannic* in a number of important respects. In her design the developments which were incorporated in the *Britannic* with such marked success, have been carried a step further. Slightly larger than the *Britannic*, the *Georgic* has accommodations for 1636 passengers in cabin, tourist and third class.

In pronounced contrast to the decorative design in the *Britannic* which was a free version of the classic, the *Georgic's* decorative design is non-period, and the designers have been allowed to give full expression to their interpretation of the modern style.

Probably the most striking room in the ship is the cabin smoking room where in an endeavour to get away from the customary reproduction of a period room ashore, an original note is introduced by panelling the room in horizontal flat sections of lacquer work in black and vermilion suggestive of the construction and quality of a steel vessel of today.

A most unusual feature in a cabin liner has been introduced in the *Georgic*, in the provision of a spacious palm court where tea dances and other social functions will be held.

The *Georgic* is scheduled to make her maiden trip early next summer in the Liverpool—New York service, sailing from England June 25.



THE OCEAN FERRY



BELGENLAND'S SURGEON WINS RECOGNITION AS AN ARTIST



THE BROADWAY CANYON

Pen and ink sketch of the world's most famous thoroughfare made by Dr. Basecq in 45 minutes, as a preliminary for an etching. The drawing was made from Bowling Green, near One Broadway.

"A DOCTOR'S life is not a merry one," so might well have run the famous stanza from Gilbert and Sullivan's "Pirates of Penzance", especially the life of a sea-going surgeon.

From his duties of safeguarding the health of his ship and the responsibilities of curing the ills, real and fancied, of numerous passengers, Dr. Fernand Basecq, of the Red Star liner *Belgenland*, finds relaxation with paint and palette or pen and paper, as the case may be.

For Dr. Basecq is an artist of no mean ability. His fascinating hobby of oil painting has already been the subject of an article in the OCEAN FERRY.

Of late his interest in art has centered around etching and he has just purchased a printing press, on which he hopes to turn out some arresting work in the near future—the material for which he is now gathering whenever his few leisure hours ashore permit.

Seabrook, the company cartoonist, and the doctor are close friends. Having traveled thousands of miles together, their joint quests for subjects have led them into queer places. While Dr. Basecq is gazing at old buildings working out complicated schemes of composition, Seabrook will be scanning the faces of intrigued onlookers for types—many of which find their way, via the point of his agile pencil, into a notebook for possible future reference.

Recently one of their pilgrimages took them to the foot of Broadway, where the doctor made the drawing reproduced here. It was made in 45 minutes and shows a

degree of atmosphere and lightness of handling that is notable and would be hard to reproduce in a more finished drawing. It was only on this account that Dr. Basecq would allow it to be reproduced, for he is extremely modest about his work.

Last year he was discovered by press photographers painting a scene in Balboa Park, San Diego, and the pictures they took, together with a lengthy article describing his activities in the field of art, were carried in over 300 newspapers in the United States.

On his last arrival in New York, Dr. Basecq reported that his painting "Old Houses at Malines", had been accepted by the government exhibition at Brussels.

Only 500 acceptances were made out of approximately 1500 entries, mostly by professional artists. The exhibition's purpose is for encouragement of art in Belgium, and is held annually.

DAYS OF BASQUES AND BUSTLES

(Continued from page 5)

himself "agreeably surprised by an inspection of this section."

He lists the good points of these quarters at great length, commenting primarily on the fact that "the portion of the steerage set apart for females and married men is situated aft of the saloon; that for single men forward of it, and thus so separated that communication from one to the other is impossible."

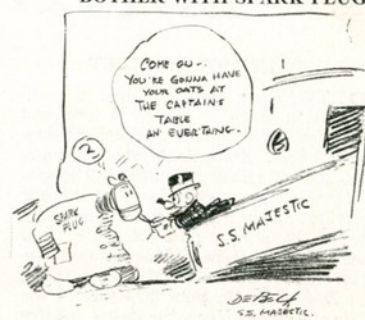
History has repeated itself many times since 1871, for White Star liners have continued to maintain the standard set by these famous old vessels. Each new liner in turn has taken a prominent place in the newspapers of the day and their records are as well filled with good notices as the scrapbook of a famous beauty of the stage.

PASSENGER DESIGNS NAMEOGRAPH FOR CAPT. CLARET



This design was made on the occasion of a farewell dinner given by Captain Claret on a recent voyage of the *Minnewaska*, to the six guests at his table. Each place was adorned by a drawing of similar character but of different design, and each was as clever. The artist is Miss Margaret J. Brown who resides at the Stacy Trent Hotel, Trenton, N. J.

BARNEY GOOGLE HAS SOME BOTHER WITH SPARK PLUG



FAMOUS CARTOON CHARACTERS SAIL ON MAJESTIC

Two passengers who sailed but whose names did not appear on the passenger list of the *Majestic* when she left for Europe recently were Barney Google and Spark Plug. They went aboard with their creator, Billy De Beck and the sketch of Barney and the bumpy Spark Plug reproduced above was drawn with lightning rapidity on a piece of note paper a few minutes before the gangway was lowered. Mr. De Beck was accompanied by his wife, and the crossing was his fourth on the world's largest ship.

SUPPER DANCE ON MINNEWASKA BENEFITS WOOLWICH HOSPITAL

A supper dance attended by 400 people was held recently at London on board the Atlantic Transport liner *Minnewaska*. The function was a benefit for the Woolwich War Memorial Hospital, to which the use of the entire steamer was given for the evening.

Dancing took place in all of the public rooms and on the decks, to the music of the Royal Artillery Band, which was relayed throughout the ship by loud speakers. Supper was served from 10 o'clock onwards in the ship's dining saloon.



EDITORIAL COMMENT

BALTIMORE'S FLEET

BETWEEN a big project and its realization there is usually a long and sometimes heartbreaking period of prodigious effort, disappointments and small defeats, unforeseen difficulties and delays.

Once in a great while, however, it is our privilege to see a vision materialize in an incredibly short space of time from shadow to substance. This has been the case with the Baltimore Mail Line which, on December 16, puts into service the *City of Newport News*, the last of the five smart passenger and cargo steamers that will provide a regular weekly service from Baltimore and Newport News to Havre and Hamburg.

A little more than five months after the *City of Baltimore* inaugurated the service the five sisterships are a reality and an important business enterprise well on the way to success. The ships themselves have exceeded the expectations of their owners in performance.

From the first it was obvious that these ships met a real demand. Full passenger lists have demonstrated that this section of the country was ready to support a steamship line which offered a fleet of high-class vessels in a service that compares favorably with the most up-to-date North Atlantic lines. In the few months they have been in service they have been patronized by many persons of note and nobility including a daughter of a former president of the United States, and a great-great-grandson of Charles Carroll, of Carrollton, signer of the Declaration of Independence.

The line has also established itself strongly among exporters and importers to whom it offers a ship ready when the goods are ready to go, and a regular, fast service from American ports which are nearest to the great producing centers of the interior, to Continental ports similarly located, including Hamburg, the European port which has developed transshipment business far beyond all others.

Shippers have been quick to take advantage of the saving in transportation costs due to the shorter rail hauls, as well as the saving, through less breakage, due to the careful handling of goods between ship and car made possible by the modern facilities for handling cargo at all the ports served.

The results are already amply vindicating the faith of the railroad and banking executives who stood firmly behind the Baltimore Mail Line in the establishment of this transatlantic service which bids fair to play an important part in the future development of the port of Baltimore—in what Mr. John M. Franklin, vice-president of the line, in an address

on board the *City of Baltimore* before her maiden voyage, referred to as the "new era for Baltimore."

A PROFITABLE YEAR

THERE is a familiar old saying—"adverse tides develop strong swimmers." It is particularly apposite to the travel business today. We who have been faced with the task of selling steamship tickets during the past 18 months have indeed bucked an adverse tide, and made port. In doing so we have developed a strength that has surprised even ourselves.

To have carried any business through these months successfully meant developing an intensive salesmanship, calling upon all our resources, cultivating the ground with every tool at our command and finding new fields to till.

We have learned many valuable lessons that prosperity could not have taught us for it is not in the nature of the human animal to work harder than he has to. Where before, in the great majority of cases, we were selling to those who had already decided to buy, we found ourselves faced with the necessity of overcoming resistance—of selling something to people who had decided not to buy. And we succeeded to an extent that does great credit to this organization.

We have also turned our hands successfully to devising new forms in which to sell travel, to meet the special conditions of the times.

Now that we can begin to look for a return of business prosperity we are armed with new resources and sharpened tools and a strengthened confidence in our salesmanship.

These lessons of the lean months have a value for the future too. In the best of years travel has an off season. To this period we may now apply the newly developed resources that have successfully brought us along the uphill grade, and put them to work to help do away with the off-season bugaboo that has always been an accepted feature of the travel business.

A MODERN

BECAUSE of the highly commendable performance of the first White Star motorship, the *Britannic*, the circumstance of the *Georgie's* first contact with her natural element, which took place on November 12, was given more than ordinary notice in the press of this country.

By reason of her sistership's popularity the new ship is, of course, assured of a

hearty reception on her debut, but it is interesting to note, from reports which have recently reached this side, that the White Star Line is not content to allow her to bask in the warmth of reflected glory.

Some time ago it was announced that the *Georgie* will be slightly larger than the *Britannic*, and will accommodate about 100 more passengers. More recently comes the news that the interior decorations of the new liner will be a distinct departure, not only from the beautiful period styles of the *Britannic's* rooms but from the decorative scheme of any other ship of the line.

For the *Georgie* will wear the styles of today. Brilliant colors and striking contrast will be the keynote of a plan which makes use of the best elements of the modern decorative art that has grown out of an age of steel and steam as the interiors of an earlier period reflected the less mechanistic spirit of the age of sail.

There will be no confusing of the *Georgie* and *Britannic* for the former will be given a distinct personality with her modern dress.

The charming twin sisters of Liverpool will be as distinct as blondes and brunettes and there is every indication that the younger sister will attract an enthusiastic following that is all her own.

THE MUMMERS

A MOST interesting Christmas survival in England to-day is the wonderful old Mummer's Play, regularly performed at hundreds of village inns on Christmas and Boxing Day—eight hundred years old and still running.

The players are working-men who act the parts their fathers and grandfathers held before them. They use the old wording and songs which have been handed down by oral tradition for many centuries, and wear quaint, remarkable costume.

During the last quarter of a century the Mummies have performed in nearly a score of villages, including Overton, Longparish, Whitechurch, North Waltham, Southwick, and Bursledon (all in Hampshire); Pillerton, Ilmington and Great Wolford (Warwickshire); Weston-sub-Edge, Sapperton, Icomb and Longborough (Gloucester); Waterstock, Shipton-under-Wychwood, Leafeld, Burford, Cuddesdon and Lower Heyford (Oxfordshire). The Longparish and Overton (Hampshire) troupes have performed every Christmas and Boxing Day for centuries, and regularly visit the inns and hotels of Whitechurch, Overton and Longparish with their "show."



OBSERVED AND NOTED . . . By The Editor

LOVE FROM POOH

A letter was delivered to the *Lapland* on her last arrival in New York addressed in a childish hand in a curious mixture of capitals and small letters peculiar to persons of tender years to whom the art of calligraphy is as yet a matter of long and arduous labor.

It was directed simply to "the bear in the nursery on the *Lapland*, Red Star Line, N. Y. C." and was mailed at Lausanne, Switzerland.

The contents were not clear inasmuch as they consisted merely of half a dozen scrawled lines such as a tot of two or three years old would make, but the subscription left no doubt as to the state of the writer's affections, for it read "Love from Pooh."

Many letters of encomium couched in well-rounded phrases find their way into this office during the course of a year, but most of them are written with the fore-knowledge of an obvious desire on the part of the company to please.

An artless tribute is refreshing to say the least and although the thanks for a good time at sea are directed toward an inanimate object, sympathetic and kindly treatment on the part of the ship's personnel may easily be read between the wavy lines.

O'NEIL'S SECRET

John O'Neil, assistant general wharf superintendent at New York of the International Mercantile Marine Company, has been the recipient of many decorations, some of them for brave deeds performed as a private citizen and some of them for outstanding services to his country during the World War, a list of honors which includes the Congressional Medal for Distinguished Service and the Legion of Honor of France.

We were not surprised therefore to discover, during a recent reading of General John J. Pershing's memoirs of the war days, that John O'Neil figures prominently in a chapter of the memoirs devoted to an inspection of the supply base at Bordeaux.

O'Neil, then a major, and chief stevedore in charge of the enormously important work of unloading supplies for the American and allied troops, was sent for by the commander-in-chief of the A.E.F. We gather from the general's story that the sudden limelight confused the major for Pershing writes:

"To put him at ease I took him by the arm and we walked together to where some lighters were being unloaded. As the port had made the record of handling

42,000 arriving troops and their baggage in one day, May 24, entirely with lighters, I asked him to tell me about it. Pointing to two officers, each down in the bottom of a lighter directing the work he said:

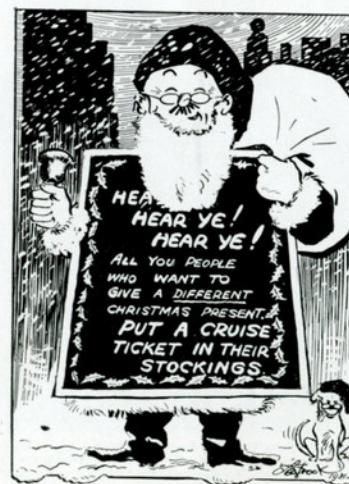
"Sir, do you see those two captains down there in their shirt sleeves? Well, that's the secret. I say to them: Don't stand off somewhere and puff yourselves up in your uniforms, but take off your Sam Brownes and your coats and get down close to your men."

"Of course these captains have now become experts. I did the same thing when I started, but since they are trained, I manage things generally and they carry out my orders. I can wear my uniform now that I have a right to wear it."

To which General Pershing replied "O'Neil, you are just the man I'm looking for and I am going to send you to every port we use to show them your secret."

Now, 14 years later John O'Neil is still unafraid to "take off his coat." The same spirit that got things done in 1917 to the great satisfaction of the Commander-in-Chief of the A.E.F., is being applied equally successfully to the loading and unloading of a great fleet of merchant ships that includes the largest liner in the world . . . a task that frequently must be accomplished in an almost impossibly short time.

Max Imm Says:—



AMBASSADORS WITHOUT PORTFOLIO

Self praise is no recommendation, it has been said, so that conversely it might seem that unsought compliments have a merit all their own.

They come in various ways. By word of mouth, in letters from passengers to friends and sometimes to the management and employees, but none of these is quite as expressive as the motion picture.

The coast to coast route followed by Panama Pacific Line steamers affords such a variety of scenic beauty, along with a dash of foreign atmosphere, that it is especially popular with amateur photographers and now that a movie camera is within reach of the average traveler, many regard it as an essential adjunct to their baggage. Hundreds of satisfied patrons of this service therefore become ambassadors of travel to the court of the landlubber, as it were.

One of these is our old friend Mr. Sidney Faber, of 525 West 238th Street, New York, a familiar figure, with his motion picture machine and cowboy hat, on the turbo-electric trio.

Recently we had the pleasure of seeing some reels he made of the Panama Canal trip in which the *California* figured with a prominence that bespoke affection for the ships and everything connected with them and we could not help reflecting happily on the good will this delightful motion picture travelogue and others like it were building up for the splendid ships of the Panama Pacific Line and the picturesque route they follow.

THE GATES TWINS

If you should be walking down Market Street, San Francisco, some day and chance to hear a voice that sounds like the jovial booming of Captain Thomas F. Gates, of the *Minnetonka*, even if the owner of the voice is a tall, fair man who does not in the least resemble the sturdily built, ruddy faced Atlantic Transport Line skipper, he is very likely his twin brother, L. J. Gates, a resident of the West Coast city for 35 years.

As boys the two resembled each other so little that they were never even taken for brothers, and only their voices betrayed relationship.

When we asked Captain Gates when he had last seen his twin he told us it was in 1896. "But we always send each other greetings on our birthday—I write to him and tell him I hope he's alive and looking as well as I feel."

Since Captain Gates has never had a sick day in his life, this is a handsome wish.

Some Notable Passengers on Famous Ships



Miss Marie Louise Broussard, daughter of Senator Edward S. Broussard of Louisiana, on the City of Norfolk



Frank Huyler, grandson of the well-known candy manufacturer, and Mrs. Huyler, on the Pennland



Percy Grainger, American pianist and composer, on the Minnekahda



Lord Trenchard, new head of London's police and Scotland Yard, on the Majestic



Fred Fitzsimmons, star pitcher of the New York Giants, with his wife and daughter, on the Virginia



Frederick T. Sainsbury, mayor of Reading, England, on the Olympic



Kaye Don, noted British racing driver, on the Olympic



The Lord Mayor of Manchester, England, the Lady Mayoress, Mayor William Deegan, head of Mayor James J. Walker's reception committee, and Gerard Campbell, British consul general at New York, on the Baltic



The Archbishop of Baltimore, Michael J. Curley, on the Baltic

WILLIAM SMITH

IT is with deep regret that the OCEAN FERRY reports the death of William Smith, head of the passport department at the New York office of the International Mercantile Marine Company, which occurred on November 12 at Liberty, N. Y., where he had gone to recover his health. He was in his 31st year.

Twelve years ago "Willie" Smith started work for the International Mercantile Marine Company as junior clerk, having come to the favorable notice of W. W. Jefferies, under whom he worked in the office of the Shipping Control Committee during the war years.

In 1925, having demonstrated his fitness for responsibility, William was sent on a Mediterranean cruise as a member of the passenger staff, and justified the confidence his superiors had placed in him by dealing single handed with a difficult situation which arose on a journey up the Nile with a group of cruise passengers.

Coming back the river steamer went aground on a sandbar as darkness was coming on and the passengers were faced with the prospect of spending the night aboard without food or sleeping accommodations.

Smith, in spite of the protests of the master of the vessel that nothing could be done, demanded a boat and rowed ashore. Proceeding overland on foot in strange country he reached an industrial plant, from which he telephoned to the White Star Line at Cairo for motor cars. In less than an hour he had all of the passengers ashore and landed them in Cairo in time for dinner.

During his service with the cruise department Smith had made himself thoroughly familiar with passport matters and when a passport department was created two years later he was made head of it, and served in that capacity until a return of the lung trouble which had incapacitated him several years ago made it necessary for him to take a leave.

William Smith will long be remembered with affection by all his co-workers for his unquenchable cheerfulness under all circumstances and his readiness to render service whenever the opportunity arose. That he preserved these qualities in the face of serious physical limitations makes it the more outstanding human achievement.

COAST TO COAST FARES CUT ON PANAMA PACIFIC STEAMERS

SUBSTANTIAL reductions in coast to coast rates, effective at once on its turbo-electric liners *California*, *Virginia* and *Pennsylvania* have been announced by the Panama Pacific Line.

Summer rates, which are considerably below the winter fares heretofore prevailing will now be quoted on all sailings.

WATERFRONT CHRONICLERS



JAMES E. DUFFY, WORLD-TELEGRAM

He has been in the vanguard of the public's envoys at the port of New York for upwards of a decade and his articles and interviews which appear regularly in the *World-Telegram* are noteworthy for their restraint, fairness and accuracy. He is, moreover, the *Beau Brummel* of the Ship News Reporters Association.

DR. J. C. H. BEAUMONT DIES IN SOUTHAMPTON HOSPITAL

DR. J. C. H. BEAUMONT, former surgeon of the White Star liner *Majestic*, who resigned last July, died on November 9 in a hospital at Southampton, England, at the age of 64.

A veteran of 38 years sea service, 31 of which were with the White Star Line, Dr. Beaumont was probably the most widely known ship's surgeon in the world.

He had completed 1002 Atlantic crossings at the time of his retirement from the sea, and numbered among his friends hundreds of people notable in diplomatic, professional, artistic and particularly musical circles, for he was well known himself as a composer of songs.

Some years ago he published a book, *Ships—and People*, which dealt with his experiences as a ship's surgeon and some of the personalities with whom he had come in contact, and he was engaged on another volume at the time of his death.

Dr. Beaumont is survived by a widow, Nellie Pelham Beaumont, who resides in Southampton, England, and a son.

Hugo's House an American Shrine

On the flowery island of Guernsey, in the English channel, Victor Hugo lived from 1855 to 1870. The old house, just as it was, even to the old red dining-table which belonged to Charles II, is a pilgrimage for many Americans. It was here he wrote "Toilers of the Sea."

OLYMPIC'S TEAM CHAMPION SEA GOING CRICKETERS



CHAMPION SEA-GOING CRICKET TEAM

The cricketers of the White Star liner *Olympic* have not been defeated by any other ship's team since the war, a record of which they are justly proud. They are well known among New York cricket clubs, and matches have been arranged while the ship has been on this side, with the Crescent Athletic Club of Bay Ridge, the Staten Island, Fordham and Brooklyn Cricket Clubs. Back Row: William Snook, John Watts, Edward A. Kennedy, Percy W. Giles, John F. Breigman, Charles Sunderland, chairman, Olympic Sports and Athletic Club, Aubrey Willshire, George Wickes, Edwin A. Range, Peter W. McDougall, Edward A. Harvey, William H. Paul, honorary secretary. Front Row: Charles A. Short, Leonard Brown, George Taylor, James A. Dixon, Clarence S. Green, captain, Thomas Higgins, James Ginter, Robert Taylor.



THE OCEAN FERRY



"DERBY DAY" ON BOARD THE SS. PENNSYLVANIA



THE DECK OF THE LINER BECOMES EPSOM DOWNS, FOR A TIME
Passengers gathered to witness the horseracing on "Derby Day" dress to represent familiar figures seen at the famous English racing event

HORSE racing is a daily event of interest aboard Panama Pacific liners, but on each voyage of the *Pennsylvania* one day is set aside as Derby Day, which is announced on the bulletin board and is always a popular event of the voyage.

The feature takes on something of the color and gaiety of the famous English race on Epsom Downs. Passengers dress up as familiar race track figures: tipping commissioners, jockeys, bookies, itinerant musicians, pearl-buttoned costers and gypsies.

The only things missing to make it a Derby are the coconut shies, the roundabouts (English for merry-go-round) and swings, and the cockney accents!

The entire promenade deck of the *Pennsylvania* becomes the race course, and the crowd begins to gather about eleven a.m. A bugler announces the arrival of each horse from the "paddock." Tipsters' sheets are distributed among the spectators, who gather around and pick their favorites. Odds are worked out on the pari mutuel, pretty girls take turns rolling the dice for each event and excitement runs high.

The ship's band, masquerading as gypsy musicians furnishes the ballyhoo as the races are run the full course around the deck.

WEST INDIES CRUISES OFFER VARIETY OF WINTER VOYAGES

THE steamers of the International Mercantile Marine Company which are scheduled to make 21 cruises to the West Indies, during the coming winter season, offering a wide variety of short

winter vacation trips, include the White Star liners *Homerie* and *Britannic* and the Red Star liners *Lapland* and *Belgenland*.

Two four-day cruises will be made to Bermuda by the *Lapland*, on December 22 and December 26, minimum rate \$45; three nine-day cruises to Havana and Nassau, by the *Belgenland* on January 26 and April 5, minimum rate \$110, and the *Homerie* April 6, minimum rate \$125. On the first nine-day cruise of the *Belgenland* she will call at Boston, before arriving at New York.

There are also two cruises of ten days each to Havana and Bermuda by the *Belgenland* on March 12, the minimum

rate for which will be \$125, and to Havana and Nassau by the *Homerie* on March 24, minimum rate \$135.

An 11-day cruise by the *Belgenland* sailing March 23, will visit Havana, Nassau and Bermuda, the rates starting at \$135.

Six 13-day cruises to Havana, Nassau and Bermuda will be undertaken by the *Lapland* on January 7, January 21, February 4, February 18, March 3 and March 17, the minimum rate for all of which will be \$125. On all of these *Lapland* cruises, except the first on January 7, the steamer will call at Boston before arriving at New York, so that New England passengers may embark and disembark there.

A 12-day cruise by the *Britannic* leaving New York on December 26, will include Bermuda, Havana and Nassau. The minimum rate is \$135.

Five 16-day trips are scheduled for Port-au-Prince, Kingston, Colon, Havana, Nassau by the *Belgenland* on February 6 and February 24, minimum rate \$190, and the *Britannic* on February 10, minimum \$190, February 26, minimum \$200, and March 15, minimum \$190.

The February 26 cruise of the *Britannic* will make an additional call at Cartagena.

AUGMENTED IRISH SAILINGS FOR EUCHARISTIC CONGRESS

In an attractive folder just issued, the White Star Line announces that in order to take care of the thousands of visitors who will be traveling to Ireland to attend the 31st International Eucharistic Congress at Dublin from June 22 to 26, 1932, its services to Galway, Belfast and Cobh during April and June have been considerably augmented.

This includes a special call of the White Star liner *Homerie*, from New York June 11, at Cobh (Queens-town). The *Megantic* is also scheduled to sail from Montreal on June 12, direct to Dublin, where she will lie over for use as a hotel during the congress, afterwards proceeding to Havre and Southampton.

LONDON HOTEL MANAGER VISITS MEN WHO MADE MAJESTIC'S A LA CARTE RESTAURANT FAMOUS



COMMANDER GELHARDI, MANAGER OF CLARIDGE'S HOTEL LONDON, ON WORLD'S LARGEST SHIP

When the manager of one of London's smartest hotels visited New York recently he visited the White Star liner *Majestic* for two reasons, his long standing friendship for Magno Boscasso, manager of the ship's a la carte restaurant, and a professional interest in deluxe dining room service, which the combined geniuses of Boscasso and Jean Isard, its chef, have made famous among Atlantic travelers. Left to right, Commander Gelhardi, who is also general manager of the new Waldorf-Astoria, Mr. Boscasso, Commander Gelhardi's son and Mr. Isard



THE OCEAN FERRY



VIRGINIA'S CONFECTIONER SETS HIS SONG TO SUGAR



A creation of William Scott, chief confectioner of the Panama Pacific liner *Virginia*, the design of which was suggested by a song of his own composition

ONE of the most elaborate examples of the confectioner's art ever seen in San Francisco was exhibited on board the Panama Pacific liner *Virginia* on her sailing from that port recently for New York. It was in the form of a creation in sugar, symbolic of poetry and music, the work of William Scott, the ship's chief confectioner.

Design of the piece was suggested by a song entitled "Panama is Calling Me" which Confectioner Scott composed. A verse of the song was written in colored sugar tracery on a sugar tablet. An instrumental accompaniment was suggested by a sugar banjo, and the sentiment of the song was indicated by a tropical scene shown within the banjo head, a trellis of roses, and a flower-covered arbor with a bench beneath, on which was seated a sugar gentleman.

As displayed in the ship's dining saloon by Chief Steward R. A. Pearce, in the midst of an elaborate buffet of cold foods 21 feet long, the confectioner's masterpiece was emphasized by small flood lights concealed in greenery, which effectively brought out its details.

At a recent exhibition in New York of the Societe Culinaire Philanthropique, the *Virginia's* artist in sugar received a special prize for a design entitled "Looking Through the Portals" showing Panama Pacific liners and bits of scenery seen on the coast to coast voyage.

At the same time a special prize was also awarded to Chief Baker George Schindel for his exhibit in lard.

CONGRESSIONAL MEDAL TO CITY OF HAMBURG OFFICER

IN recognition of his heroic work in connection with the Byrd Antarctic expedition, Captain Gustav R. Brown, now a navigating officer on the Baltimore Mail liner *City of Hamburg*, recently received the Congressional Medal.

Captain Brown commanded the *Elea* or

Bolling, supply ship of the expedition and the first steel hull ever to venture south of the ice pack. The success or failure of the expedition, according to Admiral Byrd, hinged on this vessel.

The medal came from Washington accompanied by two letters, one from the Secretary of the Navy and one from Admiral Byrd.

Inscribed on the medal is the following: "Presented to the officers and men of the Byrd Antarctic Expedition to express the high admiration in which the Congress and the American people hold their heroic and undaunted service in connection with the scientific investigation and extraordinary aerial exploration of the Antarctic Continent."

Admiral Byrd's letter, which was addressed "Dear Brownie" praised him for his heroism and loyalty during the two years of his life which he spent in the desolation and dangers of the South Pole and expressed his gratitude that Congress had seen fit to award to him the highest honor which the nation can bestow.

MAJESTIC AND OLYMPIC WILL MAKE SHORT HOLIDAY CRUISES

In addition to the International Mercantile Marine Company's regular program of 40 cruises for the winter of 1931-32, two special short cruises have been scheduled for the White Star liners *Majestic* and *Olympic*, to be made between their regular transatlantic voyages.

The first is a New Year's cruise to Nassau, by the *Majestic*, the largest liner in the world, which will leave New York at noon on December 31, and return on January 4. New Year's Eve will be appropriately celebrated on board with a gala dinner and a supper dance to see the old year out. The minimum rate for this cruise is \$60.

Early in January the *Olympic* will make a cruise to Nassau, sailing from New York on the 7th and returning on the 11th. Fares will start at \$50.

SCOTTISH HOCKEY TEAM WHITE STAR TRAVELERS



THE FIRST GROUP FROM SCOTLAND TO CHALLENGE THE UNITED STATES

This group of smiling young Scotswomen, photographed aboard the *Olympic* when they arrived in New York on their first visit to America, returned on the *Britannic*, November 20, after having played a series of games against the best college and association teams in America. Fifth from the left is the captain, Miss A. Mary Morrison, who has played left wing for Scotland, 23 times since 1924.



THE OCEAN FERRY



WHITE STAR RETIREMENTS BRING CHANGES IN COMMAND



Captain E. R. White

ON account of the retirement of three of the White Star Line's senior commanders from active service on December 31, 1931, because they have reached the company's age limit, changes in command of several of the company's steamers will become effective then.

Captain Eustace R. White will relinquish his place on the *Majestic's* bridge after a year and a half in command of the world's largest ship, rounding out thirty-three years of service with the White Star Line. He joined the company as a junior officer and his first command was the *Boric* in April 1919, followed by the *Cornishman*, *Dominion*, *Bardic*, *Medic*, *Megantic*, *Homer* and *Olympic*. His successor as master of the *Majestic* is Captain E. L. Trant, who comes from the *Olympic*, and whose previous commands have been the *Rinouiski*, *Cedric*, *Medic*, *Ceramic*, *Adriatic* and *Megantic*. He was assistant commander of the *Olympic* and *Majestic* under Sir Bertram Fox Hayes and acted as relief commander for the three express liners before assuming command of the *Olympic* last January. He first joined the White Star Line in 1899 as fourth officer of the *Cufic*.

The *Olympic's* new skipper will be Captain John W. Binks, now in command of the *Adriatic*, who has served 32 years with the White Star Line. The *Coptic* in the trans-Pacific run, was Captain Bink's first company ship which he joined as fourth officer, and where, in four years, he rose to the rank of second officer before being transferred to the *Ionie*.



Captain J. W. Binks

He served as chief officer in this ship, and also in the *Zealand*, *Zealandic*, *Teutonic*, *Dominion* and *Celtic*. During the war he rendered conspicuous service in several exciting engagements, and upon its termination joined the *Adriatic* as chief officer. Subsequently he was transferred to the *Majestic* in the same capacity. His first command was the *Runic* in the Australian service.

Captain J. B. Bulman who retires from the *Homer* joined the company in 1899. He was first officer in the *Olympic* all through the war, when she was known only by her official number "2810". He was in command of the *Arabic* for a considerable time when she was running in

the Red Star Line service, and was transferred from that ship to the *Laurentic* on the Canadian run. He returned to the *Olympic* next as assistant commander, succeeding Captain Trant before becoming master of the *Homer*.

Following him in the *Homer* is Captain F. A. Frank, from the *Calgarie*, whose first command in the White Star Line was the *Gallie*. He has served on the *Cretic* and *Olympic* in the capacity of chief officer. In 1926 he went to the *Majestic* as assistant commander, where he continued until he resumed full command in the *Ionie* in 1929. He also was master of the *Megantic*, in the Canadian service.

Replacing Captain Binks on the *Adriatic* is Captain C. P. Freeman, who has commanded, in the order named, the *Welshman*, *Cornishman*, *Irishman*, *Zealandic*, *Doric*, *Corinthic* and *Cedric* with a short period in 1925 as assistant commander of the *Olympic*.



Captain E. L. Trant

Captain Evan Davies retires from the *Baltic*, the command of which steamer will be assumed by Captain Robert Hume. Captain Davies first went to sea in 1884, and after serving many years in sailing ships, joined the old Dominion Line which was later associated with the White Star Line. He was given his first command, the *Delphic*, in February 1917, followed by the *Canopic*, *Cretic*, *Vedic*, *Tropic*, *Gallie*, *Persic*, *Athenic*, *Regina* and the *Baltic*.

It was during his first westbound voyage in command of the *Baltic* that Captain Davies directed one of the most spectacular rescues ever made in the Atlantic, that of Captain Parsons and five of his crew of six from the disabled schooner *Northern Light*, which had been tossed in mountainous seas for three days.

The *Baltic's* new master is Captain Robert Hume, of the *Laurentic*. His first command was the *Medic*, and subsequently he was master of the *Euripedes*, *Cedric*, *Doric*, *Adriatic* and *Megantic*. He has been commander of the *Laurentic* since January, 1931.

BELGENLAND TO TAKE ELKS FOR FOUR-DAY BERMUDA TRIP
A FOUR-DAY cruise to Bermuda on the *Belgenland* has been arranged, to leave New York on January 21, under the auspices of Brooklyn Lodge No. 22, of the B.P.O. Elks.

An allotment of rooms has been assigned to the Brooklyn lodge, who have appointed an arrangement committee to take care of the bookings of their members. The rates range from \$50 up.

VIRGINIA GIVES MEDICAL AID TWICE IN SAME LOCATION



Injured ciler being taken aboard the Virginia for treatment

When the *Virginia* arrived at New York on her last voyage from California, the Panama Canal and Havana, Captain James E. Roberts, the master, reported that when the steamer was 24 hours out of San Pedro, she stopped an hour to enable the ship's surgeon to treat the crushed hand of one Michael Drummond, a seaman of the motor fishing vessel *Santo Amaro* which had requested medical aid. Drummond was transferred to the *Virginia* by boat, and his hand was bandaged by Dr. Walter S. Rutherford, after which he was returned.

By a strange coincidence, the *Virginia* had figured in an episode of similar character in almost the same spot only the voyage before. A wireless request was received two days out of Los Angeles from the Texas Oil Company's tanker *Illinois*, for aid for Thomas Patrick Kennedy, an oiler, who was also suffering from a badly crushed hand.

The *Virginia* proceeded to the position of the tanker and the oiler was given first aid by Dr. Rutherford and taken to Balboa, the next port of call, where he entered a hospital.

While making the transfer of Kennedy from the *Illinois* to the *Virginia*, Captain Roberts took the opportunity to exchange Walter Smith, aged 19, a stowaway, who had boarded the *Virginia* at Wilmington, California. The adventurous lad, put ashore by the tanker a few days later at San Pedro, found himself back in California much sooner than he thought possible, his plans for free transportation most effectively foiled.



THE OCEAN FERRY

WHITE STAR LINE—RED STAR LINE ATLANTIC TRANSPORT LINE—WHITE STAR CANADIAN SERVICES LEYLAND LINE—PANAMA PACIFIC LINE ROOSEVELT STEAMSHIP LINE—BALTIMORE MAIL STEAMSHIP COMPANY

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

PASSENGER SAILINGS

WHITE STAR LINE New York—Cherbourg—Southampton By the Magnificent Trio

From New York		From Southampton
Dec. 15	Olympic	Dec. 8
Jan. 4	Majestic	Dec. 23
Jan. 12	Olympic	Dec. 30
.....	Homer	Jan. 13
Jan. 29	Majestic	Jan. 20
Feb. 19	Majestic	Feb. 10
Mar. 11	Majestic	Mar. 2
Mar. 18	Olympic	Mar. 9
Apr. 1	Majestic	Mar. 23
Apr. 8	Olympic	Mar. 30
Apr. 15	Homer
Apr. 22	Majestic	Apr. 13

New York—Cobh—Liverpool

From New York		From Liverpool
Dec. 4*	Baltic	Dec. 5
Dec. 18	Adriatic	Dec. 12
.....	Britannic	Dec. 19
Jan. 2†	Baltic	††Jan. 2
Jan. 15†	Adriatic	††Jan. 16
Jan. 29†	Baltic	††Jan. 30
Feb. 12†	Adriatic	††Feb. 13
Feb. 26†	Baltic	††Feb. 27
Mar. 11†	Adriatic	*†Mar. 12
Mar. 25†	Baltic
Apr. 2	Britannic
Apr. 9†	Adriatic	Mar. 26
Apr. 16	Doric	Apr. 2

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

BALTIMORE MAIL LINE Baltimore—Hampton Roads—Havre Hamburg

From Baltimore		From Hamburg
.....	City of Baltimore	Dec. 4
.....	City of Norfolk	Dec. 11
Dec. 2	City of Havre	Dec. 18
Dec. 9	City of Hamburg	Dec. 25
Dec. 16	City of Newport News	Jan. 1
Dec. 23	City of Baltimore	Jan. 8
Dec. 30	City of Norfolk	Jan. 15
Jan. 6	City of Havre	Jan. 22
Jan. 13	City of Hamburg	Jan. 29

AMERICAN PIONEER LINE

New York to Brisbane, Sydney, Melbourne, Adelaide, Fremantle. (Via Panama Canal)	
M.S. Ward	Dec. 24
New York to Karachi, Bombay, Colombo, Madras, Calcutta. (Via Suez Canal)	
M.S. City of Dalhart	Dec. 30

RED STAR LINE Plymouth—Havre—Antwerp

From New York		From Antwerp
Dec. 4†	Pennland
.....	Lapland	Dec. 11
Dec. 31†	Westernland	†Dec. 18
Jan. 15†	Pennland	†Jan. 1
.....	Belgenland	Jan. 8
Jan. 29†	Westernland	†Jan. 15
Feb. 11†	Pennland	†Jan. 29
Feb. 26†	Westernland	†Feb. 12
Mar. 25†	Pennland	†Mar. 11
Apr. 1	Lapland
Apr. 8†	Westernland	†Mar. 25
Apr. 15	Belgenland
Apr. 22†	Pennland	†Apr. 8

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

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
.....	Virginia	Dec. 5
.....	Pennsylvania	Dec. 19
Dec. 12	California	Jan. 2
Dec. 26	Virginia	Jan. 16
Jan. 9	Pennsylvania	Jan. 30
Jan. 23	California	Feb. 13
Feb. 6	Virginia	Feb. 27
Feb. 20	Pennsylvania	Mar. 12
Mar. 5	California	Mar. 26
Mar. 19	Virginia	Apr. 9
Apr. 2	Pennsylvania	Apr. 23
Apr. 30	Virginia	May 21
May 14	Pennsylvania	June 4

ATLANTIC TRANSPORT LINE

*From New York		†From London
Dec. 4	Minnetonka
Dec. 19	Minnewaska	Dec. 5
Jan. 2	Minnetonka	Dec. 19
Jan. 30	Minnetonka	Jan. 16
Feb. 13	Minnewaska	Jan. 30
Mar. 12	Minnewaska	Feb. 27
Mar. 26	Minnetonka	Mar. 12
Apr. 9	Minnewaska	Mar. 26
Apr. 23	Minnetonka	Apr. 9

NOTE. The *Minnetonka* carries only tourist third cabin passengers.
*Via Cherbourg.
†Via Boulogne.

SHORT CRUISES

Lapland	Bermuda	*Dec. 22
Lapland	Bermuda	*Dec. 26
Britannic	West Indies	††Dec. 26
Majestic	Nassau	*Dec. 31
Olympic	Nassau	*Jan. 7
Lapland	West Indies	††Jan. 7
Lapland	West Indies	††Jan. 21
Belgenland	Bermuda	*Jan. 21
Belgenland	West Indies	**Jan. 26
Lapland	West Indies	††Feb. 4
Belgenland	West Indies	††Feb. 6
Britannic	West Indies	†Feb. 10
Lapland	West Indies	††Feb. 18
Belgenland	West Indies	††Feb. 24
Britannic	West Indies	†Feb. 26
Lapland	West Indies	††Mar. 3
Belgenland	West Indies	*Mar. 12
Britannic	West Indies	††Mar. 15
Lapland	West Indies	††Mar. 17
Belgenland	West Indies	*Mar. 23
Homer	West Indies	*Mar. 24
Belgenland	West Indies	**April 5
Homer	West Indies	**April 6
*4 days	†5 days	††15 days
*4 days	†12 days	††16 days

WHITE STAR LINE—CANADIAN SERVICE

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

*Via Belfast and Glasgow.

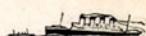
†Via Glasgow and Belfast.

MEDITERRANEAN CRUISES

New York, Las Palmas, Casablanca, Gibraltar, Algiers, Palermo, Naples, Monte Carlo, Barcelona, Madeira and New York (28 days)
Britannic.....Jan. 9
New York, Las Palmas, Casablanca, Gibraltar, Algiers, Palermo, Naples, Monte Carlo, Barcelona, Madeira and New York (28 days)
Homer.....Jan. 22, Feb. 22

MEDITERRANEAN CRUISES FROM GREAT BRITAIN

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



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MEDITERRANEAN



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HOMERIC (Ship of Splendor) Sails Jan. 22, Feb. 22

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M. V. *Britannic*, sailing Dec. 26 (New Year's Eve and Day in Havana).

S. S. *Lapland*, sailing Jan. 7, Jan. 21, Feb. 4, Feb. 18, Mar. 3 and Mar. 17.

15-16-day Caribbean Cruises including Panama Canal.

S. S. *Belgenland*, Jan. 20, Feb. 6, 24.—M. V. *Britannic*, Feb. 10, 26, Mar. 15.

10-day Triangle Cruises to Havana, and Nassau or Bermuda.

S. S. *Belgenland*, Mar. 12, Mar. 23*, Apr. 5—S. S. *Homeric*, Mar. 24, Apr. 6.

*Havana, Nassau and Bermuda

Let us, or our authorized travel agents in your community give you the full details regarding the cruise or cruises in which you are interested. It will be good news.

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