

THE OCEAN FERRY



Little Hungary

APRIL 1932

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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THE OCEAN FERRY

VOL. XI

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THE MAJESTIC HAS "A FACIAL, A SHAMPOO AND A WAVE"

This unusual view of the White Star liner *Olympic* leaving Southampton for New York, was taken from beneath the giant propellers of the *Majestic* as she rested in the floating dry dock where she was undergoing her regular winter overhaul. Both ships, as well as the *Homeric*, their running mate in the Southampton-New York express service of the line, spick and span from their spring cleaning and redecorating, have returned to their regular schedule of weekly sailings.

TRANSPORTATION & CONSULAR BODIES MEET TO AID TRAVEL

A NEW era in travel promotion was inaugurated at a dinner at the German Club in New York on February 17, when American representatives of European railways and information offices, the consuls general in New York of the countries represented in that conference and directors and passenger traffic managers of transatlantic lines met on the occasion of the fifth anniversary of the Conference of European Railway Representatives.

Representing the International Mercantile Marine Company at the gathering were P. V. G. Mitchell, vice president in charge of passenger traffic of the International Mercantile Marine Company and J. S. Mahool, passenger traffic manager. T. R. Dester, vice president and American representative of the London, Midland & Scottish Railway was toastmaster.

It was the first occasion on which the conference, which consists of travel promotion representatives of Austria, Denmark, France, Germany, Great Britain, Italy, the Netherlands, Norway, Sweden and Switzerland, had broadcast their activities to the interests represented by their guests, and the result impressed the latter to the extent of each organization, through a spokesman, pledging its full support to the common end of doing everything in its power to promote international travel.

The general representative for America of the German Tourist Information office, Ernst Schmitz, gave a brief outline of the work of the conference, and stressed the virtue of travel as an aid to international trade. The Norwegian government railways representative, Ben Blessum added a touch of humor to the proceedings when he described Moses as the first tour conductor, and carried his simile further by pointing out that the ground covered by the tribes is a tourist Mecca of today. He also said that Adam and Eve were the originators of travel and that Noah started the "cruise to nowhere" idea with his Ark.

IRELAND'S PATRON SAINT

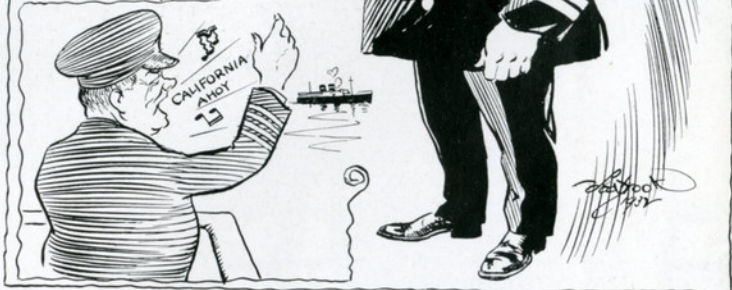
DOWNPATRICK, the old-world town in County Down, where Ireland's patron saint was buried, will be more than ever the Mecca of pilgrims from all parts of the earth, when a memorial scheme, which should appeal to the imagination of all lovers of Ireland has been brought to fruition. On the spot where St. Patrick's first church stood 1,500 years ago an imposing memorial to the wonderful work of St. Patrick in Ireland is to be erected. The present Parish Church of Saul is to be razed to the ground, and on the site a beautiful church in the ancient Irish style will be erected.

The Apostle of Ireland first set foot on

"CALIFORNIA AHOY" CAPT. ROBERTS' FAVORITE CHANTEY

CAPTAIN JAMES E. ROBERTS, U.S.N.R., master of the VIRGINIA, of the Panama Pacific Line's turbo-electric trio on the New York-California run—the most famous inter-coastal service in the world.

Captain Roberts is a singer of sea chanteys. His favorite is "California Ahoy" which of course, he only sings going West except when his ship meets her sister, the California and then this is what happens:



Irish soil in 432 A.D., as a Christian missionary at Saul on the shores of Strangford, Lough, and his body rests inside the precincts of Down Cathedral. The original church, which he founded at Saul was destroyed by Danes. On two later occasions it was again destroyed. The building now to be removed was erected 150 years ago. There has been a sacred building on this site since the days of the patron saint, and the new memorial building, to which Irishmen in all parts of the world will be asked to subscribe, will perpetuate this tradition.

SPORTS AT DEL MONTE

FOR more than fifty years travelers have found Del Monte and the historic Monterey Peninsula a fascinating place to visit. It is particularly popular with the passengers, who leave the Panama Pacific Line steamers at San Diego and Los Angeles and take the California Missions Trails to Del Monte for a visit before proceeding on to San Francisco. It is only an over-night trip, and the 17-mile

scenic drive, five golf courses and 20,000 thrilling acres provide outstanding attractions.

Del Monte is the sport center of California. Some of the scheduled events for this summer are:

April 21-24—California Indians sport pow-wow.
May 28-30—Memorial Day golf tournament.
June 3-5—Dog show, sanctioned by American Kennel Club.
June 9-12—California trapshooting championship.
June 10-July 4—Visiting Rotarians golf tournament.
June 17-19—Monterey Peninsula horse show.
June 24-26—Tennis championships.
July 2-4—Independence Day golf tournament.
July 10—Swimming carnival in Roman Plunge.
July 17-August 4—Visiting Shriners golf tournament.
July 22-24—Mid-summer golf tournament.
July 16-20—Pacific international trapshooting tournament.
August 15-21—Del Monte medal play golf championship.
August 20-21—Swimming meet and water carnival.
August 21—Tennis exhibition.
September 5-10—California State amateur golf championship.
September 7-11—Del Monte women's golf championship.

The Cover

The photograph which appears on the cover this month is by Publishers Photo Service.

Politically English, Racially French, They Remain Just Themselves in the Channel Islands

FAR below, a blue-green sea shimmering like diamond chips, is effortlessly piling up glistening waves onto a beach of peerless, tawny sand. They break into froth of pure white as they reach it.

The bay in which this magic sea faintly heaves is a perfect horseshoe, and its encircling cliffs—some 300 feet high—are clothed in a dense mantle of green. In the busy mid-afternoon, the trees are alive with songbirds, among which thrushes, blackbirds, warblers and finches predominate. Skylarks, too, those opera singers of the air, are numerous.

There is a fine breeze blowing in from the southwest Atlantic and it is so invigorating and so impregnated with ozone that one banishes all thoughts of gloom, and takes great gulps of it. It sings through the veins like wine.

The scene is Moulin Huet Bay, on the island of Guernsey in the English Channel. Life here goes on in a minor key. A quiet air of content and well-being pervades the whole fair prospect on this delectable isle. It lies in the lap of temperate winds and beneath a mellow sun which gives it a year-round balmy climate that is the envy even of southern England.

The Channel Islands, to which Guernsey belongs, numbering six, besides several islets, were once part of Normandy. They now owe allegiance to England, but the political change has had little effect on the lives and character of the islanders. A century at least melts away when you step ashore there.

What a land for a real rest! Where telephones are things for occasional use and telegrams are almost unknown.

This year the White Star Line has arranged a novel around-Britain cruise for the *Doric*, from Southampton on July 29. It is essentially an island cruise and it is, therefore, only fitting that the itinerary



© Ewing Galloway

MOULIN HUET BAY, ISLAND OF GUERNSEY

"Where every prospect pleases" may certainly be said of this peaceful horseshoe bay encircled by 300-foot cliffs clothed in a dense mantle of green. A place to dream away long summer afternoons and watch the tide creep in over the rock bound coast

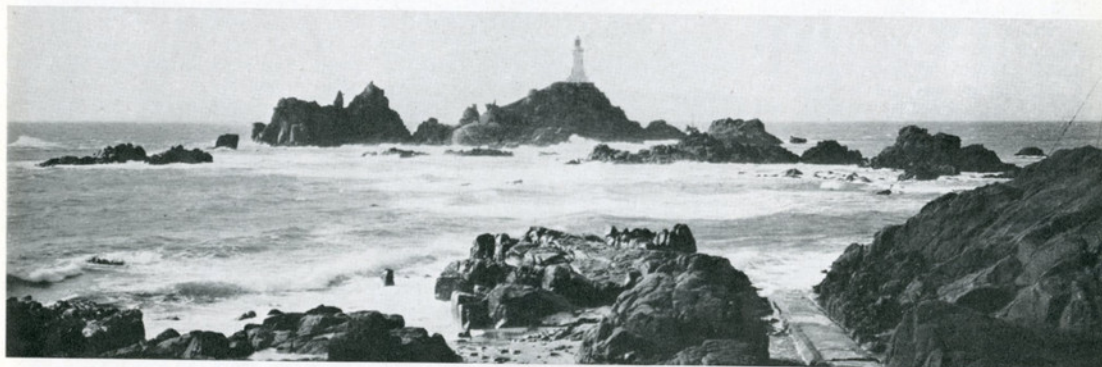
should include calls at the port of St. Helier's on the island of Jersey and St. Peter Port on Guernsey.

Jersey is the largest of the group, if thirty square miles can be called large, and its fame—and also Guernsey's for that matter—has been carried around the world by the excellent strain of cattle they produce and sell to breeders.

St. Helier's, the port of Jersey, where the *Doric* will stop, is a little old-world

harbor which has a familiar look to those who know the harbors of Devon and Cornwall. It is enclosed by breakwaters built of solid granite. Running out into the sea to the west of this harbor is Elizabeth Castle, where Jersey's militia is quartered. It is completely islanded at high water and is only approachable by the causeway at low tide.

A light railroad runs from St. Helier's to St. Aubin's, a distance of about five

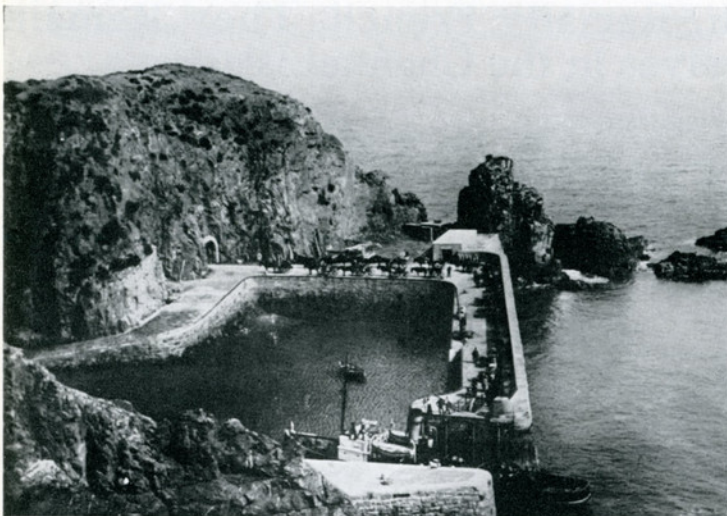


LA CORBIERE LIGHTHOUSE, ISLAND OF JERSEY

The first thing seen from the steamer approaching Jersey. In the right foreground is the causeway which leads to the light. It is completely inundated except at low water, for the tides around these islands have a rise and fall of 40 feet



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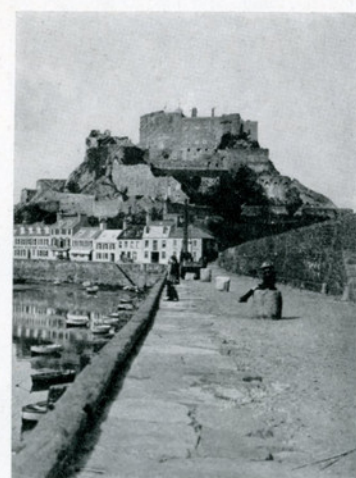
CREUX HARBOR, SARK'S ONLY LANDING PLACE

A tiny basin formed by a stone breakwater is the only harbor on the precipitous rocky coast of Sark. In the base of the cliff may be seen the entrance of the tunnel which is the sole approach to the rest of the island. The daily boat from Guernsey is seen anchored off the head of the breakwater where she lands her passengers, for the harbor is not large enough to accommodate even a boat of this modest size.

miles. This toy railway is a nine day's wonder to children of the sister islands, none of which have railways of their own, although Guernsey has a street car line running from St. Peter Port to St. Sampson's, a distance of about four and one-half miles. For all that, they have a great pride in the fact that they are self-supporting. Their trade in cattle, their attractions for tourists from England and from France—from which they are only a few miles distant—horticulture, excellent granite quarries and fishing, provide enough industry to keep everyone happy and satisfied.

Forty Cents for a Lobster

The fishing is good, but only enough fish are caught for home consumption. Mackerel, whiting, cod, sole and a local rockfish, which has a delicious flavor, are plentiful in season, while enormous crabs and lobsters are sold for a couple of francs. Oysters are not plentiful, but Californians would be interested in a shellfish known locally as an ormer, which is like the West Coast abalone, but smaller. By local statute, these are only allowed to be gathered twice a year, at the low spring and fall tides. They are reckoned a great delicacy. The fish is only found in deep water in almost inaccessible spots, and heavy penalties are imposed upon those found taking them under a certain size. The shell is elliptical, and the fish when removed is first scrubbed, then pounded into malleability and fried or stewed like a steak, or pickled in vinegar, with seasoning. They are most appreciated if left until a jelly



Mt. Orgueil Castle, on the island of Jersey, dates from the 14th century and has been the storm center in much of the island's history. It overlooks a quaint harbor and promenade lined with small hotels and cottages.

to make canes and while not as good as malaccas are serviceable enough.

Tobacco, wines, spirits and liquors, as they are officially described, are exceptionally cheap because no excise tax is paid to the British government on their sale. Income tax likewise is subject to local statute, and is relatively negligible compared with the mainland. Some of the taxes are payable in kind, and the Channel Island farmer may find that he owes a pig, two live chickens and half of a pork pie as his annual contribution, based on the number of chimneys on his house.

Communication with the islands is by Southern Railway daily, the year 'round from Southampton by new steamers of about 2,000 tons. The Great Western Railway also maintains a daily service from Weymouth. The crossing takes about five hours from the latter port and eight from the former, to St. Peter Port, Guernsey. The journey from Guernsey to Jersey takes one and a half hours longer. Jersey may also be reached from France, by boat from St. Malo.

Alderney, the most northerly of the Channel Islands, lies almost in the traffic lanes of the great liners plying between Europe and America, and is often discernible from the decks of those leaving and entering the port of Cherbourg.

A Royal Bargain

Sark has an appeal all its own to tourists, for here may be found one of the last outposts of feudalism. As a matter of fact, the red-haired Queen Elizabeth, back in the 17th century, traded it to a personable young man for a dozen or so of pirates' heads, and it has been in his family ever since.

It seems that this young man, Sir Helier de Carteret, a native of Sark, was attached to the court, and when the peppery queen berated him because "your damned pirates are robbing my traders in the Channel" he protested that they were not his pirates, but were using the caves along the coast of the island as hideaways. He promised gallantly to rid Sark of the pirates and Elizabeth made this bargain with him:

"I shall make you a present of Sark itself. You shall be seigneur, and Sark shall belong to you and all that come after you. I shall also give you my hand to kiss."

Whether or not she kept the last part of the bargain is not known, but Sark is still governed by a member of this family. Today it happens to be a charming woman who is lady of the manor and who has absolute power over her 700 island subjects on this little dot on the face of the sea, three miles long and a mile and a half wide.

But, to quote her own words, when she was a visitor in the United States three years ago, she is "an easy boss."

"Life is sweet and pastoral," she said, "there are no poor and no rich. Every-

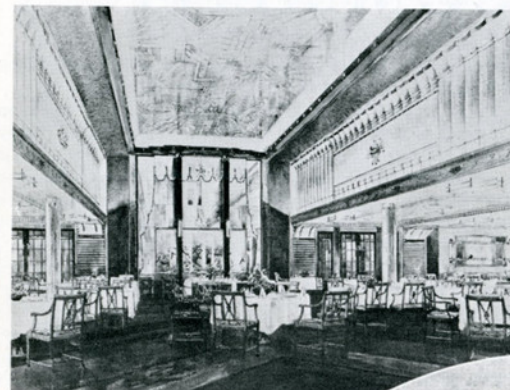
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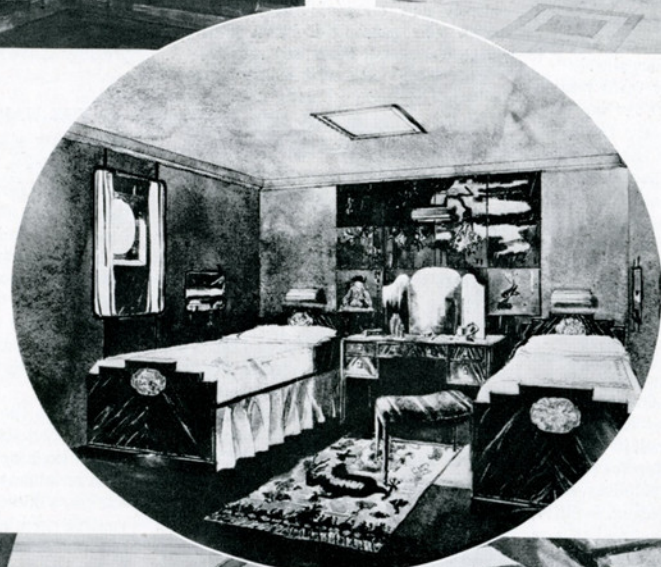
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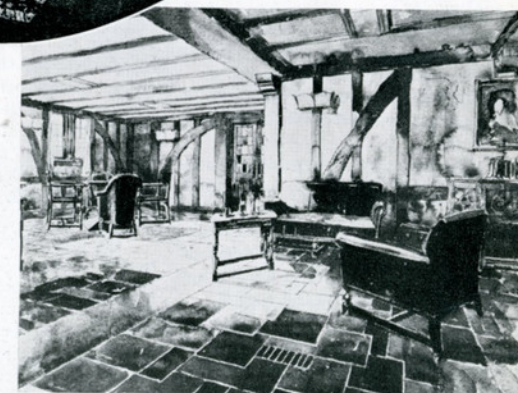
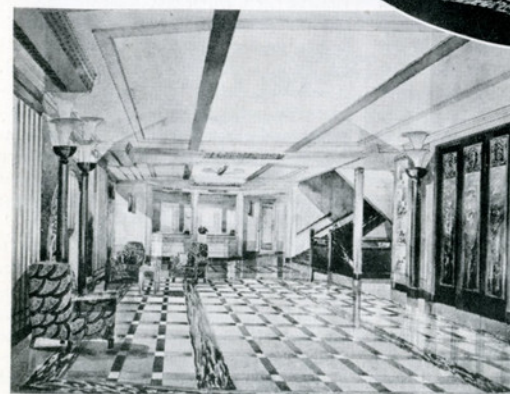
MODERN STYLE PREDOMINATES IN GEORGIC'S DECORATION



Sealing wax red, ebony and ivory predominate in the rich color scheme of the main dining saloon (above). Other colors are introduced in the furniture, which is green lacquer upholstered in ivory, and in the broad pilasters covered in special leather of a rich coral red. A central dome, two decks high, extends the entire length of the room, at one end of which a lofty mirror reaches to the full height of the dome and is pierced for a window into the main entrance.



On the promenade deck, where the principal cabin public rooms are located, but retired from them, is the card room (above), in which the decorative scheme is quietly masculine. The furniture, modern in design, is ebony and walnut with panels of dark blue in the chair backs. Elsewhere on this deck are the palm court, a semi-open air room; the lounge; smoking room; long gallery; children's playroom; verandah cafe, cocktail bar and smoking room.



SOME SKETCHES OF PUBLIC ROOMS IN THE NEWEST WHITE STAR MOTOR SHIP

Left: The cabin class entrance on B deck, around which the business side of passenger life centers. Here the purser's office, as well as the chief steward's, enquiry, mail, baggage master's and wireless offices are located. Near the elevator is a smart modern shop. Recesses for settees and chairs and an arched recess with fireplace, complete the appointments. Right: The tourist class smoking room in half-timber and rough plaster suggests an English farm house of the 16th century, with its tile floor, leaded glass windows, wrought iron lantern brackets, and antique furniture. It is the only public room where the modern style of decoration has not been followed. Oval: One of the suite cabins, showing the interesting use of a polished panel insert carved with Japanese motifs.

EDITORIAL COMMENT

MORE BARGAINS

THERE is no country less in need of anything beyond her natural endowments to lure visitors to her hospitable shores than is Great Britain. Nevertheless there is no point in overlooking the fact that this year there is an added advantage in traveling there, and a very practical one—the favorable rate of exchange, which means the greatly increased purchasing power of the dollar in England.

With the pound sterling now quoted at about \$3.50 and likely to be stabilized at around \$3.75 it takes only simple arithmetic to demonstrate that the British Isles offer the traveler genuine bargains.

Hotel rates and railway fares remain the same as they were before the depreciation of the pound, and these tariffs already had been cut to meet the exigencies of the times. In fact it has been estimated that visitors will be able to live comfortably for about \$2.50 a day. Merchandise prices will also be maintained at the present level for it is the announced policy of the British Government to take stern measures to prevent any increase in general retail prices.

As a concrete example of the bargains existing it was recently pointed out by C. Raynor Smith that the Great Western Railway's newest hotel, set in 200 acres of park at Moretonhamstead, in the heart of beautiful Devonshire, offers for \$15.35 a week a room, all meals including afternoon tea, baths, central heating, facilities for hunting, ten miles of trout and salmon fishing, tennis and golf. It sounds like a fairy story in America, where all this would cost many times the amount.

England will always have her share of American travelers but 1932 should be a banner year.

It is not that all the bargains in European travel are confined to the British Isles in 1932, for the Continent, too, has reduced the cost of travel substantially and is offering every possible inducement to the visitor, but the pound sterling has given Britain the edge on the market.

ONE YEAR OLD

IN May 1931, the International Mercantile Marine Company inaugurated third class "white collar tours" which brought the entire expense of a three week European vacation, including visits to London and Paris, down to \$197.

It was probably the outstanding travel innovation of the year and it met with the success that it merited, for it brought European travel within the reach of new thousands of people. Because the tours were short it made a trip abroad possible for the first time for office workers.

By guaranteeing to reserve the superior, modern third class quarters on its steamers exclusively for people in the white collar class, and by limiting the numbers carried on each sailing, the International Mercantile Marine Company created an entirely new class of European travel, which was patronized by a gratifying number of people in its first year.

This year, with new ships, increased facilities and reduced rates, a much more extended program has been arranged, details of which are given in this issue.

WHEN THEY ARE 50

IT would be interesting to be able to gaze into a crystal ball and look ahead 25 years to see some of the effects of the invention of "tourist class" on life and people in America.

It is impossible to suppose that it will be without far reaching effects. For tourist class travel in a large measure has taken unto itself the young people of America. It has beckoned them out of schools and colleges, out of business offices and out of modest homes and opened the way toward the great wide world of adventure at an age when adventure can be met with fitting gusto and with minds that are still elastic. It sends them out into the ends of the earth "for to admire and for to see" before they have assumed the responsibilities that will later keep them with noses to the grindstone and before ambition to make money or a name has fastened relentless hands on them and will not let them take a holiday "just yet."

They go with young minds and joyous hearts, and with few prejudices. They go when they are healthy animals who can cover a lot of ground without fatigue. For them the trip cannot be spoiled because the plumbing in Europe isn't up to American standards or because they can't get bacon and eggs and cornbread for breakfast in France. They don't take too seriously the educational side of travel and don't mind a bit if they miss a few cathedrals that "everyone ought to see," and in consequence they catch something

of the true essence of other lands. They get the cream of the adventure.

At this stage one can only speculate on the results of these irrepressibly cheery hordes of young Marco Polos, but it seems more than likely that there will be, among these thousands at least, fewer wives who wish they had married the wealthy suitor instead of John; fewer husbands who have spells of wishing they never had married at all and raised this encumbering family; fewer hug-the-hearth spinsters who couldn't travel when they were young because girls didn't do such things; and fewer habit-ridden bachelors who can't possibly shave without hot water.

THE HAPPIEST EDUCATOR

MAN'S greatest school is travel. It excels in human interest and utility every other form of instruction. Its cultural values are infinite. Travel is Nature's University.

"A rolling stone gathers no moss" is an old saw of the unwise. Well, who should wish to be a "mossback" from inertia? Sitting still in one place is generally due to a lack of courage to explore, to adventure, to see the world and the beauty that it holds.

Who are the interesting people in this world? Not the specialist who has boxed up his life's activity in an office, or factory, or laboratory. He may be an expert banker, a successful manufacturer, an inventive chemical or electrical wizard; but as a human being he is as dull as a lobster if he has not seen something of God's greatest handiwork, the world all around. A colorful, interesting, human and responsive personality is made by wide-awake and observant travel. Travel constantly engages and entertains the eye and ear. It stimulates all the senses, and creates what is more than knowledge; namely, *understanding*.

This old world was never so alluring to the traveler as in this day and generation. Old nations are being remade by new notions of nationality. Kings are tumbling off their thrones, and the thrones are being scrapped. Even old Tut-Ankh-Amen, after the longest and profoundest sleep on record—3400 years—has been dug from the womb of Mother Earth in Egypt and reborn to history and the persistence of man's thirst for the knowledge and the truth of earlier civilizations.—

The Red Book Magazine.

OBSERVED AND NOTED ∴ By The Editor

'A SERVING' OF 'ER MAJESTY'

IF anyone had asked us where mules come from we would unhesitatingly have said "Missouri," for somewhere along the line we got that firm conviction. But like a lot of our ideas, it's wrong.

Not long ago the motorship *Yomachichi* of the American Pioneer Line took out 600 of them, and guess where they came from? Nebraska and 12 other western states, not including Missouri!

So Mr. Frank Simpson told us, and he should know because it's his business to buy mules for the British army in India. He makes his headquarters in Omaha.

Mr. Simpson explained that he had been buying mules out there since 1921 and shipping them to India. They are used for patrol service in the Himalaya Mountains, where rocky trails cross the faces of precipices, lie buried in snow or plunge through dense forests. Wheeled vehicles are useless there and all provisions and equipment for these hardy troops must be carried by pack animals. Only the sturdy, sure-footed mule, he said, could be depended on for such duty.

You might think a mule was a mule and that's all there was to it, but it seems there are mules and mules, and the British army is very choosy about the ones that are to become members of the Royal Mountain Artillery packs.

First of all they must be of solid color; they must be between 14 and 14.3 hands high; minimum girth 65 inches; bone below the knee must have minimum circumference of 7¼ inches; age 4 to 6 years; no blemishes or unsoundness. Sounds almost like a beauty contest to us, where they compare the winner's dimensions to those of the Venus de Milo.

The *Yomachichi* was especially equipped for the trip with pens to accommodate 2 to 10 animals; 15 special caretakers went along to tend them, and 70 tons of grain and 130 tons of hay were carried to feed them on the 14,000-mile voyage.

By now, these perfect specimens are probably serving "Tommy Atkins" in the Himalayan mountain passes, for Captain A. H. Hatfield of the *Yomachichi* reported the arrival of the entire shipment in excellent condition at Karachi.

CHIPS

Late one afternoon, not long ago, as we passed the outer office gate on our way home we saw a man engaged in conversation with the office boy. The unmistakable mark of the sailor was on him, the cut of his clothes suggested the old sea-dog and almost the odor of salt air seemed to hang around him.

Scenting a story we walked past the two very slowly and listened. He wanted to subscribe to THE OCEAN FERRY, it seemed. "I like to keep in touch," he was explaining, as we horned in.

Our guess was correct, he was called Robert MacKie and he had been ship's carpenter, "chips," in the original *Celtic* of the White Star Line.

"That was 38 years ago, however," he said, "and I haven't been to sea since. Got married and came ashore. Started to work with Hubbell's, the electrical people, up at Bridgeport, Connecticut, where I am still employed."

But ever and anon, the "young" MacKie runs away from home, leaving "old" MacKie behind, and comes down to New York for a good deep breath of the salt sea air, and also to see some of his cronies, with whom he still keeps in touch. He was born in '55. His pilgrimages down to the place where ships are, make him feel 25 years young again.

It is a matter of great pride to him that his birthplace, Dalbeattie, Scotland, has given so many fine seafarers to the world. He was born and reared on a farm, which is only 10 miles from the place where Paul Jones, "father of the American navy," first saw the light in 1747. Mr. MacKie's father was the only one of six brothers who did not follow the sea.

At 76, he cannot forget his old seafaring days, and must needs return to see every

new ship the company has. Last time it was to inspect the White Star Line's new motor ship *Britannic*. He, himself, sailed in the first *Britannic*, in 1887.

"LOVE TO UNCLE"

Even to the sophisticated youngsters of this present generation who accept as commonplace such things as flying, radio, transatlantic cable and telephone, it seems that a thrill is not impossible.

Give even a world-wise lad from London's Whitechapel district a chance to telephone to a great ship at sea, and he loses his swagger for the moment and becomes a small boy face to face with a mystery several sizes too large for him, and he doesn't know quite what to say.

This was the experience of Master Judah Nacovitch, one of the children who, at the recent telephone exhibition at London, was chosen to hold a conversation with the White Star liner *Olympic* inward bound from New York to Southampton. When he heard the *Olympic's* telephone operator's voice reply to his call, at first all young Judah could think of to say, and that in a very small, awed voice, was "Have you had your tea?"

Then, recovering his poise, and determined to behave like the man of the world that all small boys like to fancy themselves, he had a bright idea:

"Would you like to do me a favor?" he asked the operator, who evidently said he would, for the next request was, "will you call the *Berengaria* and ask them to tell my uncle who is on board, that I send my love?" And the operator said "OK."

Not bad for a first transatlantic telephone conversation—killing two birds with one stone. Better perhaps than some of the hard headed business men who use the ship's telephone regularly on their frequent crossings.

THE "ELFIN TREE"

There now stands in the children's playground, Kensington Gardens, London, a fine example of the work of Mr. Ivor Innes, who has specialized in adapting the natural forms of heather roots and tree trunks to disclose the figures of gnomes, fairies and animals. This "elfin tree" is made from an old pollarded oak, selected by the artist in Richmond Park, showing remarkable distortions of growth and grain. Out of these Mr. Innes has succeeded in discovering a population of 74 Little People and animals by chipping and scraping away unnecessary material. The tree delights the children who play in these lovely public gardens.





SOME NOTABLE PASSENGERS ON FAMOUS SHIPS



Clive Brook, screen star, and Mrs. Brook, on the Majestic



Evelyn Herbert, musical comedy star, on the Majestic



Hon. James Curley, mayor of Boston, and his daughter, Miss Mary D. Curley, on the Lapland



Mr. and Mrs. Whitney Stone of New York, before departing on the Olympic on their honeymoon



Barbara Stark, young American novelist who wrote *Born in Captivity*, on the American Merchant



Miss Adrian Allen, leading woman of *Cynara*, on the Olympic to bid bon voyage to her mother, Mrs. A. B. Allen



Miss Eleanor Holm, Olympic swimming star, and her sister Marion, on the Britannic



Rafael Sabatini, Italian novelist, on the Olympic



Alec Waugh, English author and traveler, on the Olympic



M. V. Clement, vice-president of the Pennsylvania Railroad and Mrs. Clement, on the California



GLORIFYING THE CITRUS FRUITS—TWO SHIPBOARD BUFFETS

California fruits play so important a part in the menus on board International Mercantile Marine Company liners—and particularly on the Panama Pacific Line, where special attention is given to cooling, refreshing dishes for the semi-tropical climate through which the ships pass enroute to California—that when the editor of *The Sunkist Menu*, magazine of the California Fruit Growers' Association, asked us for photographs of some of our spe-

cialties featuring citrus fruits, it was a simple matter. The culinary staff of the Pennsylvania and Majestic which happened to be in port at the time were able to produce a most delectable looking display in practically no time. It is shown at the left, with Chief Steward H. C. Jones and James W. Phillips, carver, who co-operated to produce a seductive arrangement of fruit salad, grape fruit coupe, sliced oranges, orange juice and iced tea with lemon slices.

Chief Steward R. J. Hoey, of the Majestic with the able assistance of Chief Baker Henderson and Chef John Pearce, achieved some amazing architectural effects with citrus fruits, topped by Orange Jelly Metropole, mounted on a pedestal of ice and surrounded by baskets of fruit carved out of orange rinds. The rest of the display consisted of an elaborate orange layer cake and decorative baskets of candied and crystallized oranges.

"WHITE COLLAR" THIRD CLASS ECONOMICAL TOURS FOR 1932

PLANS for the 1932 season of white collar third class economy tours to Europe, tried out first in 1929 by the International Mercantile Marine Company and developed with conspicuous success in the following years, call for a more extensive program than ever before, complete details of which will be announced shortly.

W. H. Maybaum, general passenger agent of the company in charge of third class traffic, who has sponsored the new movement from its beginning, has arranged that this year more ships will be available for such bookings and that the third class space on more sailings will be reserved entirely for cultured people of very moderate means. To passengers not booking for an all-expense tour, the regular third class rate for each ship will be charged, ranging from \$136 to \$153 for the round trip.

On all the steamers chosen for this service the present third class quarters were tourist class accommodations until very recently, and are, therefore, far higher type than is usually associated even with modern third class travel. In the case of the White Star Line motorship *Britannic* and her new sistership, the *Georgic*, which will be ready for service in June, the up-to-date third class accommodations set an entirely new standard for this class.

This year the *Leviathan*, of the United States Lines, largest liner flying the American flag, will carry restricted third class on her June 28th, July 19th and August 9th sailings in the former tourist quarters. On the July and August voyages of the White Star express liners *Olympic* and *Majestic*, also, restricted third class will be in effect.

The *Britannic* and *Georgic* also will take out tour parties under the auspices of the Earl B. Hubbell Economical and Recreational Tours on their July and August voyages.

The *President Roosevelt*, on June 22nd, will carry a large group under the aegis of Campus Tours, Chicago, which is headed by Harvey S. Olson, former coach of the Purdue University football team. This party will be recruited from the "Big Ten" universities of the middle west.

The popular Red Star liners *Westernland* and *Pennland*, which carried large numbers in restricted third last year on all sailings on which it was in effect, are now scheduled to carry it on all sailings during June, July, August and September.

All of the leading tourist agencies of the country have signified their intention to organize white collar third class parties this year. Thomas Cook & Son will continue with their successful Thrift Tours; American Express with Economy Tours and Intercollegiate Tours.

Other travel agencies organizing large parties are Simmons Tours; Transatlantic Tours; Travel Service, Inc.; James Boring Travel Bureau; Bartlett Tours of Philadelphia; Powers Tours and Travel Guild, of Chicago; Allen Tours, of Boston and Pocono Study Tours, of New York.

Mr. Maybaum recently returned from an extended trip through the eastern seaboard and middle western states and reports that everywhere he found the keenest interest in this new economical mode of travel, not only among college students and teachers and in the State teachers organizations, but among office workers, who are especially interested in the three week tours.

An extensive program of these short, all-expense trips, which include visits to London and Paris, is being prepared. This year they will cost \$187, or ten dollars less than the same tour last year. Other restricted third class tours of longer duration will also be scheduled.

Abbey Home Now a Museum

The widow of Edwin Austin Abbey, noted American painter who lived in London during his later years, willed to the Royal Academy her Chelsea home in that city for a museum, together with its contents, including her husband's drawings and sketches.

WESTERNLAND'S CONCERT ORCHESTRA IS COMPOSED OF MUSICIANS OF EXCEPTIONALLY HIGH ABILITY



The concert orchestra of the Red Star liner Westernland. Left to right: Frans Coene, piano; Frans De Blaer, leader, with his fine old 'cello, made by the noted Gaspar Borbon, in 1690; Robert Droessaert, first violin, and Louis Aerts, second violin

THE orchestra on the Red Star liner Westernland is composed of four young Belgians, whose excellent music has elicited an unusually large number of compliments from passengers who have traveled on this steamer.

The leader of the orchestra is Frans De Blaer, of Antwerp, who has a violoncello of which he is particularly proud. Its maker was Gaspar Borbon, of Brussels, and it was manufactured at Brechio, Italy, in 1690. Borbon was a contemporary of the famous violin makers, Stradivarius and Amati, and his work is famous among connoisseurs. The 'cello of Mr. De Blaer has a twin, the only other known to be in existence, and this is at the museum of Leipzig, Germany.

The other three musicians who complete the Westernland's quartet are Frans Coene, a pianist of exceptional skill, Robert Droessaert, first violin, and Louis Aerts, second violin. All members of the orchestra hold diplomas of the Antwerp Conservatoire de Musique.

Mr. De Blaer is well known in Belgium as a conductor. He first went to sea on the Red Star liner Arabic, in 1924, and has been in charge of the Westernland's orchestra since 1929.

CAPT. SUMMERS TO COMMAND WHITE STAR LINER GEORGIC

WORD has been received at the New York offices of the International Mercantile Marine Company from the headquarters of the White Star Line, Liverpool, that upon the return of the Britannic to Liverpool, after completing her winter program of West Indies cruises, her commander, Captain F. F. Summers will be relieved, and is to remain ashore until he takes command of the Britannic's new sister ship, the motor vessel Georgic, which is scheduled to leave Liverpool on her maiden voyage on June 25, next.

Captain Summers served with the

Majestic for a considerable period as assistant commander, in addition to which he has commanded the Gallic, Ceramic, Medic, Persic, Doric, Megantic, Belgic, and Albertic and other steamers of the company. He was the Britannic's first commander, and has served with her continuously since her maiden trip.

Captain Summers' place on the Britannic will be taken by Captain P. R. Vaughan, who comes from the Aberdeen liner Euripedes, one of the White Star Line's affiliated companies in the Antipodean trade.

Captain Vaughan's first command was the Delphic in 1929, since which time he has served in the Arabic, Albertic, Megantic, and the Euripedes, from which ship he goes to the Britannic.

HAVANA BOUND



P. V. G. Mitchell, vice president of the International Mercantile Marine Company, photographed on the Panama Pacific liner California on March 5, when he departed for Havana on a long delayed holiday, accompanied by Mrs. Mitchell and their daughter Constance. They returned to New York on the Virginia which arrived on March 14

LEVIATHAN ENTERS SERVICE ON NEW SCHEDULE APRIL 26

THE announcement by the Roosevelt Steamship Company, general agent for the United States Lines, that the Leviathan, flagship of the fleet, and America's largest liner, will use Bremen as her terminal European port, has caused great public interest throughout the country.

This decision to include Bremen in the Leviathan's itinerary has been very favorably received for Germany has, during the last few years, become increasingly popular with tourists. The fact that passengers may now travel through to Bremen on the ship which is so thoroughly popular with the traveling public is bound to bring her increased patronage.

The full itinerary of the famous vessel will now be, New York-Plymouth-Cherbourg-Bremen eastbound, and Bremen-Southampton-Cherbourg-New York westbound.

Bremen officials and business men are planning a gala civic welcome on the ship's arrival early in May.

The vessel is being sent to Boston in the near future for drydocking in the navy basin there. She will receive a thorough external and internal spring-cleaning before her first sailing, which is April 26, from New York.

More tourist class passengers will be accommodated in the former first class staterooms on C deck, by the addition of upper berths. These rooms were previously singles and doubles. This means that an added number will be able to enjoy the comforts of such superior accommodation.

Plymouth, the British port of call on the eastward voyage, is the gateway to the West Country and two of England's loveliest counties, Devon and Cornwall, which delight thousands of American visitors every year.

The Leviathan will have special boat trains to London each voyage.

When Lady Luck Smiles

A good luck story that would be hard to top came to light recently when the White Star liner Baltic called at Queens-town with George Hoelcher, of 4055 Sheridan Road, Chicago, a linotype operator on the Chicago American, among her passengers. During the voyage, fellow passengers remarked on Hoelcher's unusually good luck in scooping the ship's pool on two successive days. It was then that he told them that this was really a sort of anti-climax to the story of his luck, for he was then on his way to Dublin to collect his third prize of \$50,000 won in the Irish Sweepstake on the Manchester November Handicap. He was the sole owner of the winning ticket, one of four purchased by him "just because everyone else was buying them."

A FORERUNNER OF THE VIRGINIA



A model of the Susquehanna, one of the famous ships which sailed from New York to the West Coast nearly half a century ago, made by Louis Unger, carpenter on the Panama Pacific liner Virginia. Unger used his spare time during three round trips of the Virginia between the East and West Coasts to make the model, a shorter space of time than was occupied by one round trip of the sailing ships which had to round the Horn. Unger has been employed as ship's carpenter on American flag steamers of the International Mercantile Marine Company for over 24 years

NINE TIMES A PASSENGER ON PANAMA PACIFIC LINE

A LETTER to J. S. Mahool, passenger traffic manager of the International Mercantile Marine Company, from a Californian, expressing his delight and that of his entire family with a recent voyage on the California, is particularly satisfying because it comes from a man who had just completed his ninth voyage and therefore was speaking, not from just one acquaintance with Panama Pacific Line service, but from repeated tests:

L. Hart & Son Company, Inc.
San Jose, California.

My dear sir: On January 2 Mrs. Hart and myself sailed from San Francisco for New York on the steamship California. Our two daughters joined us in New York, and we returned on the same ship.

So delightful was our voyage that I thought I would like to take the liberty of expressing my very sincere appreciation to you of the splendid treatment accorded us enroute.

Particularly I wish to mention your chief steward, Mr. Frank Ingham, and the purser, Mr. David Healy, who through their courteous and pleasant demeanor contributed very largely to our personal enjoyment, and also from my observation, to that of all passengers on board. I feel that you are to be congratulated on having these two young men in those important positions which mean so much to the comfort and enjoyment of your passengers enroute.

I feel that you will be interested to know that this was my ninth trip made on your line, and because of the luxurious appointments, the excellent cuisine, and admirable personal service rendered, I have had many opportunities to recommend your line, which has been taken advantage of by a number of my personal friends.

Again allow me to congratulate you on having in your service the two young men already mentioned.

A. J. HART

Hotels Reduce Prices

Following the example of Berlin, where all hotels recently lowered their prices by from 25 to as much as 30 per cent, the Heidelberg hotels and inns announce sharp cuts. The hotels announce reductions of as much as 33 per cent in the price of rooms and 20 per cent for meals, and the inns corresponding reductions of 25 and 30 per cent. Prices for complete board and lodging have been reduced 15 per cent.

I. M. M. COMPANY ANNOUNCES SPRING AND SUMMER CRUISES

THE White Star Line's newest motor ship Georgic, which is scheduled to leave Liverpool for New York on her maiden trip June 25, will be sent on a four-day cruise to Bermuda over the Labor Day week-end, according to the cruise program just issued by the International Mercantile Marine Company, 1 Broadway, New York, agents for the line. The new liner will leave New York September 2 for the cruise.

Thirteen other cruises to be carried out by ships of the Red Star and White Star Lines are listed in the company's schedule of spring and summer cruises, and others will be announced in the near future. Bermuda, the St. Lawrence River and Halifax are included in the itineraries.

The Red Star liner Belgenland which inaugurated the popular Show Boat cruises last year, is scheduled for a 12-day trip to the St. Lawrence on July 16, and three 6-day triangular cruises to Halifax and Bermuda, July 30, August 6 and August 13.

The Lapland will leave New York June 6 for a 4-day cruise to Bermuda.

The Georgic's sister ship Britannic is listed for a cruise to Bermuda May 27 and 4-day cruises to Halifax July 25 and August 22.

The Homeric, of the White Star Line's New York-Southampton express service, will make a 6-day Halifax-Bermuda cruise, August 26 and a 4-day cruise to Halifax over Labor Day.

Three cruises to Montreal will be made by the White Star liner Laurentic, July 23, August 3 and August 13.

ADRIATIC MAKES RECORD TURN AROUND AFTER DELAYED ARRIVAL

ACCORDING to John Watson, general superintendent of the International Mercantile Marine Company Chelsea piers at New York, a record for quick handling was made by the pier organization when the White Star liner Adriatic sailed on March 12, for Cobh and Liverpool.

The Adriatic left Liverpool on February 27, for New York, via Halifax, and after leaving the Nova Scotia port, received a request for aid, on March 7, from the disabled collier H. F. de Bardeleben. She stood by the helpless vessel, which drifted 400 miles further out into the Atlantic, until 4:50 P. M. on March 10, when she was relieved by the freighter Laganbank, enabling her to continue her voyage. She arrived shortly after 6 P. M. on March 11, one hour after she was due to sail on her eastbound voyage to Liverpool.

In less than 23 hours 2,000 tons of cargo were unloaded and 3500 tons loaded, in addition to which stores and water were replenished as well as fresh bunker supplies placed aboard. This prodigious task was accomplished in 18 working hours.

WATERFRONT CHRONICLERS



JAMES P. LANEHART, EVENING JOURNAL

Always in the forefront of the newspaper delegation—New York's unofficial welcome committee—which goes down the bay in cutters, is James P. Lanehart, of the New York Evening Journal. He has worked on ship news continuously since 1914. His only claim to fame is characteristically modest—he is proud of the fact that one of his two children was born on Lincoln's birthday and the other on the Fourth of July

CHANNEL ISLANDS

(Continued from page 6)

body seems happy and satisfied. There is no crime on the island, the tiny prison is perpetually empty and the lock rusty from disuse. The people refer almost every possible problem or perplexity to me for solution. I love it. I am the high justice, the middle and the low, and every child on the island comes to me for sweets. Come and see us some day."

It is an invitation that is hard to resist, for her island sounds singularly like the Elysian Fields, only more homelike.

The Channel Islands have had home rule for many years. They have their own currency—the coins being engraved in French on one side, and in English on the other. Guernsey reckons its money in pounds, shillings and pence, but the franc is the unit. Twenty-four francs go to make one pound, one franc and two pennies a shilling, and so on.

These quaint islands have long been cherished by French and English vacationists for their quiet peace and beauty, and in recent years a few Americans have discovered their great charm and variety. If they are different enough from the bordering mainlands to draw these near neighbors to their shores for a glimpse of the past, how much more must they thrill the American traveler for whom England and France are full of antiquity, glamor and romance.



THE OCEAN FERRY

AN ARMY OF SCHOOL BOYS INVADES CITY OF HAVRE



is, marine superintendent, and the ship's officers who acted as hosts "knew they had been in a fight."

To be sure it was only a barrage of questions that they had been through but they confessed that they had almost been routed by the machine gun rapidly with which they came. For these lads were interested in everything about the ship from the crow's nest to the keel, and fired questions about the size of the ship; the passenger accommodation; the machinery; the modern nautical instruments; the freight carried, how it was loaded, where it came from and where it was going.

The boys evidently share Baltimore's pride in the five ships which maintain the only transatlantic passenger and mail service out of that city, and they did not leave the *City of Havre* until they had made the ship their own and could tell the world about her.

The visit of the McDonogh boys was the first of a series of visits of the kind to be made by children from the leading schools in and around Baltimore at the special invitation of officials of the Baltimore Mail Line.

From these visits the line is gaining a legion of enthusiastic rooters who will not forget the first ocean liner they ever saw when it comes to choosing a ship for a trip abroad in the not too distant future. They are the student tourist class passengers of a few years hence and the first class passengers of a still more future date.

NOVEL TRAVEL SHOW BRINGS 2500 TO S.S. PENNSYLVANIA

School teachers and their friends in the Bay area and adjacent cities and towns to the number of 2500 attended a novel travel show given Thursday and Friday evenings, March 10 and 11, on board the Panama Pacific electric liner *Pennsylvania* at Pier 39, San Francisco, her west coast terminal port. In the main lounge 20-minute travel lectures by well known speakers were in progress each evening from 7:30 to 10:30 with illustrations of colored dissolving views and motion pictures, and a "talkie" illustrating the construction and operation of the line's electric ships. During intermissions a band played the national airs of America and foreign countries, and there was also dancing on deck.

In the ship's public rooms were displays of travel apparel and national costumes, from leading San Francisco shops. A local bookseller had a display of travel books and maps. Colorful foreign posters lined the walls of saloons and corridors.

San Francisco's principal travel agencies had booths on board for the display of literature on cruises and tours, and their travel experts were on hand to answer questions.

L. E. Archer, Pacific Coast passenger traffic manager of the Panama Pacific Line, was in charge.

HAROLD A. SANDERSON

THE OCEAN FERRY records, with regret, the passing of Harold A. Sanderson, chairman of the White Star Line from 1913 till his retirement in 1928, who died at Rapallo, Italy on February 26 last at the age of 73. He had been in poor health, and several weeks before his death went to the Italian Riviera to recuperate.

Mr. Sanderson was born in Bebington, Cheshire, England, of a family already well known in shipping circles on both sides of the Atlantic. His father was Richard Sanderson of London, who in 1878 established the firm of Sanderson & Son in old State Street, New York. Harold A. Sanderson became head of the business ten years later. In 1893 he became general manager of Wilson & Sons, steamship owners, of Hull, England, and returned to England to live. He was made general manager of the White Star Line in 1895; in 1899 a partner in Ismay, Imrie and Company, managers of the line, and was appointed first vice president of the International Mercantile Marine Company in 1902; president from 1913 to 1916 and chairman of the board from 1916 to 1919. He had also served on the boards of directors of the Shaw, Savill and Albion Company, Atlantic Transport Company, Frederick Leyland and Company, and International Navigation Company, in most cases as chairman. He was president of the Liverpool Shipbrokers Society in 1909, and held an honorary captaincy in the Royal Naval Reserve.

In 1895 Mr. Sanderson married Miss Maud Blood, of New York, who died in 1927. Two sons survive him, H. Winchester Sanderson and Basil Sanderson, and a daughter, Mrs. Lee Ballard.

CHICAGO BOHEMIAN CHOIR TO SAIL ON MAJESTIC MAY 14

BOUND for Czechoslovakia to give a series of 20 concerts to advertise Chicago's World's Fair next year, the Bohemian Workingmen's Singing Society Lyra of Chicago will sail from New York on the *Majestic* on May 14th, accompanied by its widely known conductor, Frank Kubina.

The sailing of this popular group of singers, which is regarded by many as the finest a capella men's chorus in the United States, has acted as a magnet for developing one of the largest Czechoslovak excursions of the year, as many friends of the members and fellow countrymen who were contemplating spring visits to their homeland have booked by the same steamer.

Gustav Drnec, Czechoslovak representative of the I. M. M. Company's Chicago office, and secretary of the choir, will accompany the party. Bookings for the Chicago area are being handled by Anton Vanek & Sons of 3707 West 26th St., Chicago, Ill.



Gustav Drnec

COBH

The city of Cobh was originally known as The Cove of Cork but the name was changed to Queenstown in honor of Queen Victoria when she made a visit there in 1849. The Irish Free State restored the original Irish name of Cobh.

BRITISH AIRMAN HONORED ON BOARD MAJESTIC



BERT HINKLER IS WISHED "BON VOYAGE"

Before sailing from Southampton recently on the White Star liner *Majestic*, Squadron Leader Bert Hinkler, who made a solo flight across the South Atlantic last Fall, was accorded an official farewell. The above photograph, taken on the deck of the steamer after the reception, includes Mrs. Hinkler; Councillor F. W. Woolley, mayor of Southampton; the flyer; Captain E. L. Trant, commander of the *Majestic*; Mrs. Woolley, Mayoress of Southampton and E. Trevor Lewis, manager of the White Star Line at Southampton.



THE OCEAN FERRY



International Mercantile Marine Company—Roosevelt Steamship Company, Inc.
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 |
|---------------|------------------|
| Apr. 1 | Majestic |
| Apr. 8 | Olympic |
| Apr. 22 | Majestic |
| Apr. 29 | Homer |
| May 6 | Olympic |
| May 14 | Majestic |
| May 20 | Homer |
| May 27 | Olympic |
| June 3 | Majestic |
| June 11* | Homer |
| June 15 | Olympic |
| June 22 | Majestic |
| July 1 | Olympic |
| July 8 | Majestic |
| July 16 | Homer |
| July 21 | Olympic |
| July 28 | Majestic |
| Aug. 5 | Homer |
| Aug. 12 | Olympic |

*Also calls at Cobh.

New York—Cobh—Liverpool

| From New York | From Liverpool |
|---------------|----------------|
| Apr. 1 | Britannic |
| Apr. 9† | Adriatic |
| Apr. 23†* | Baltic |
| May 7 | Britannic |
| May 14† | Adriatic |
| May 21† | Baltic |
| June 4 | Britannic |
| June 11† | Adriatic |
| June 18† | Baltic |
| July 2 | Britannic |
| July 9 | Georgie (New) |
| July 16† | Adriatic |
| July 23 | Baltic |
| July 30 | Britannic |
| Aug. 13 | Georgie |
| Aug. 27 | Britannic |

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.

WHITE STAR LINE—CANADIAN SERVICE

Montreal—Quebec—Liverpool

| From Montreal and Quebec | From Liverpool |
|--------------------------|----------------|
| Apr. 30 | Laurentic |
| May 28 | Laurentic |
| June 11 | Doric |
| June 25 | Laurentic |
| July 23 | Laurentic |
| Aug. 20 | Laurentic |

*Via Belfast and Glasgow.

†Via Glasgow and Belfast.

UNITED STATES LINES

AMERICAN MERCHANT LINES

New York—Channel Ports

| From New York | From Europe |
|---------------|-------------|
| Apr. 26 | Leviathan |
| May 17 | Leviathan |
| June 7 | Leviathan |
| June 28 | Leviathan |
| July 19 | Leviathan |
| Aug. 30 | Leviathan |

New York—Plymouth—Cherbourg —Hamburg

| From New York | From Hamburg |
|---------------|---------------------|
| Apr. 6 | American Shipper |
| Apr. 13 | President Roosevelt |
| Apr. 20 | American Importer |
| Apr. 27 | President Harding |
| May 4 | American Shipper |
| May 11 | President Roosevelt |
| May 18 | American Importer |
| May 25 | President Harding |
| June 1 | American Shipper |

NOTE. Steamers call eastbound at Plymouth and Cherbourg and westbound at Southampton and Cherbourg.

†Also calls at Cobh.

New York—London

| From New York | From London |
|---------------|-------------------|
| Apr. 1 | American Merchant |
| Apr. 8 | American Banker |
| Apr. 15 | American Farmer |
| Apr. 22 | American Trader |
| Apr. 29 | American Merchant |
| May 6 | American Banker |
| May 13 | American Farmer |
| May 20 | American Trader |
| May 27 | American Merchant |
| June 3 | American Banker |
| June 10 | American Farmer |

CRUISES FROM GREAT BRITAIN

| |
|--|
| Liverpool to Corunna, Lisbon, Casablanca, Gibraltar and Liverpool (12 days). |
| Doric |
| Apr. 29 |
| Southampton to Madeira, Tenerife, Las Palmas, Casablanca, Gibraltar and Southampton (14 days). |
| Homer |
| July 30 |
| Liverpool to Corunna, Santander and Liverpool (8 days). |
| Adriatic |
| Aug. 6 |

AMERICAN PIONEER LINE

| |
|--|
| New York to Brisbane, Sydney, Melbourne, Adelaide, Fremantle (Via Panama Canal). |
| M. S. Sawokla |
| Apr. 23 |
| M. S. Oldham |
| June 25 |
| New York to Karachi, Bombay, Colombo, Madras, Calcutta (Via Suez Canal). |
| M. S. City of Dalhart |
| Apr. 30 |
| M. S. Galveston |
| May 30 |

RED STAR LINE

Plymouth—Havre—Antwerp

| From New York | From Antwerp |
|---------------|--------------|
| Apr. 1 | Lapland |
| Apr. 8† | Westernland |
| Apr. 15 | Belgenland |
| Apr. 22† | Pennland |
| May 6 | Westernland |
| May 13 | Lapland |
| May 20 | Pennland |
| May 27 | Belgenland |
| June 3 | Westernland |
| June 10 | Lapland |
| June 17 | Pennland |
| June 24 | Belgenland |

NOTE. Steamers call eastbound at Plymouth and Havre and westbound at Antwerp and Southampton. The *Pennland* and *Westernland* carry tourist and third class only.

†Also calls at Halifax.

BALTIMORE MAIL LINE

Baltimore—Norfolk—Havre
—Hamburg

| From Baltimore | From Hamburg |
|----------------|----------------------|
| Apr. 1 | City of Havre |
| Apr. 8 | City of Hamburg |
| Apr. 15 | City of Newport News |
| Apr. 22 | City of Baltimore |
| Apr. 29 | City of Norfolk |
| May 6 | City of Havre |
| May 13 | City of Hamburg |
| May 20 | City of Newport News |
| May 27 | City of Baltimore |
| June 3 | City of Norfolk |

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 |
|---------------|--------------------|
| Apr. 2 | Virginia |
| Apr. 23 | Pennsylvania |
| Apr. 30 | Virginia |
| May 14 | Pennsylvania |
| May 28 | California |
| June 11 | Virginia |
| June 25 | Pennsylvania |
| July 9 | California |
| July 23 | Virginia |

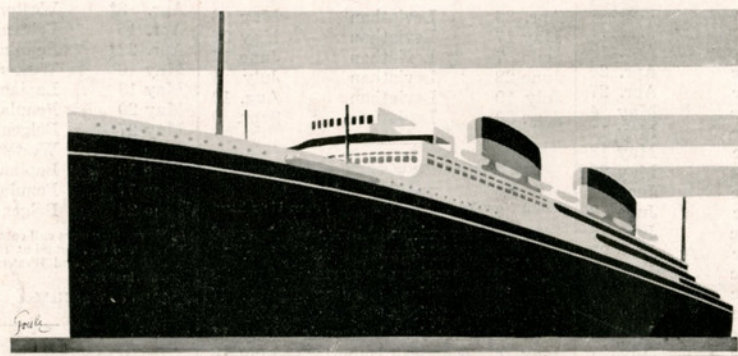
ATLANTIC TRANSPORT LINE

| From New York | From London |
|---------------|-------------|
| Apr. 9 | Minnewaska |
| Apr. 23 | Minnetonka |
| May 7 | Minnewaska |
| May 21 | Minnetonka |

*Via Cherbourg.

†Via Boulogne.

AND NOW
THE NEW M.V. **GEORGIC**
SISTER SHIP OF THE M. V. BRITANNIC



**FIRST SAILING
FROM NEW
YORK, JULY 9**

A great, new motor liner—the largest ever built in the British Isles—and already destined for a popularity that will equal or exceed that of her sister ship, the Britannic, one of the best loved liners on the north Atlantic.

The new Georgic enters the New York-Cobh-Liverpool service along with the Britannic, Adriatic and Baltic, the largest ships operating regularly to Ireland and England.

She typifies modernity in every item of her design, equipment and furnishing, and, especially notable are her rich interiors done in the modern decorative spirit. Of approximately 27,500 gross tons, she will have accommodations for 1636 passengers in Cabin, Tourist and Third Classes.

The new Georgic, like the Britannic, is the "new day" Cabin liner—providing luxuries and facilities heretofore associated only with de luxe, super-liners, but at rates within reach of the average purse.

Other features are her indoor swimming pool, tennis courts, elevators in Cabin and Tourist Classes and children's play rooms in Tourist and Third Class.

LATER SAILINGS FROM NEW YORK, AUG. 13; SEPT. 10; OCT. 8.

WHITE STAR LINE



International Mercantile Marine Company
MAIN OFFICE—No. 1 BROADWAY, NEW YORK . . .
OFFICES AND AGENTS IN OTHER PRINCIPAL CITIES