

THE OCEAN FERRY



Java

OCTOBER 1930

THE OCEAN FERRY

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FOR THE

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

—DR. SAMUEL JOHNSON

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VOL. X

NEW YORK, OCTOBER, 1930

No. 1

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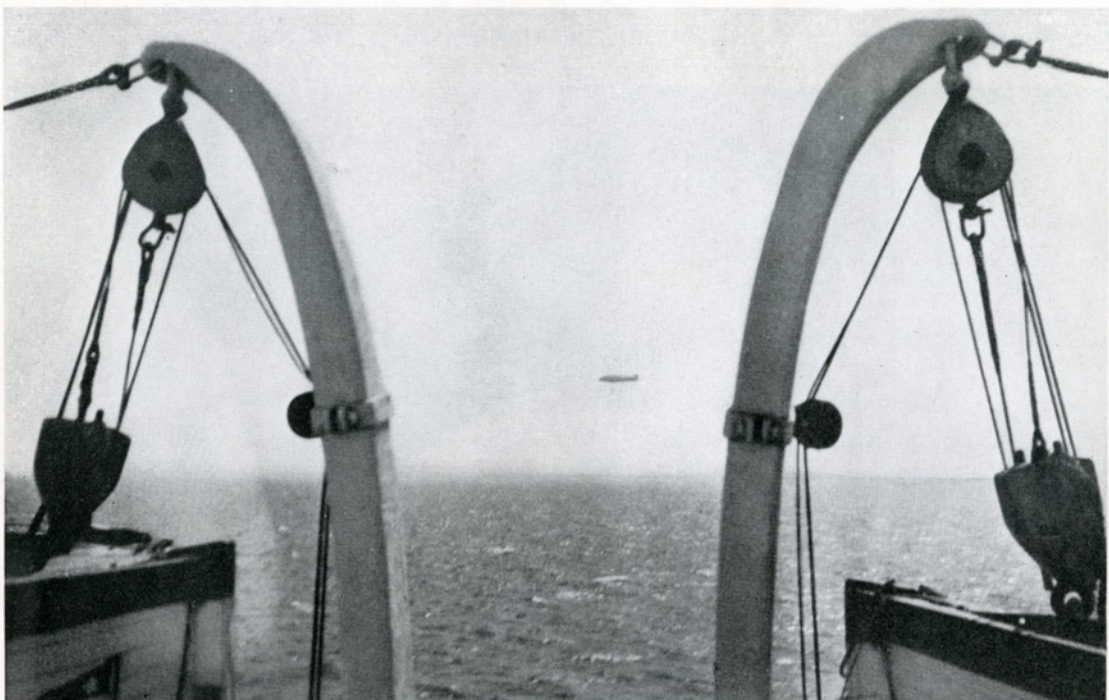


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THE VIA DOLOROSA

In a city of narrow, winding streets, that are sometimes tunnels, sometimes roofed with the blue sky of Palestine, sometimes arched with flying buttresses, but all worn to the smoothness of marble by the footsteps of generation after generation, none is of greater interest to the visitor than the one which leads from the Mount of Olives to Golgotha, following the route over which Jesus carried

the cross. The Via Dolorosa is marked with the fourteen stations of the cross and during Holy Week pilgrims hold services all along it, kneeling and praying at the various stations. Haifa is a port of call for a visit to the Holy Land on Mediterranean cruises of the splendid new White Star motor vessel *Britannic* and the popular cruising liner *Adriatic*, each of which will make two cruises this winter.



A FAMOUS GIANT OF THE AIR SEEN FROM THE WHITE STAR LINER LAURENTIC

A thrill that will long be remembered even by seasoned ocean travelers was experienced by several hundred Americans and Canadians on board the Laurentic, inward bound to Montreal from Liverpool, when the R-100, returning to England from her triumphal visit to Canada recently, passed over the steamer in the Straits of Belle Isle, Newfoundland. Captain J. W. Binks, the Laurentic's commander, reported that the airship, which steered close to the steamer while her blue ensign was dipped and her whistle sounded a salute to the air giant, presented an impressive sight with the sun glistening on her silver frame, outlined against a clear blue sky.

BRITISH TRAVEL BUREAU OPENS NEW YORK OFFICE

THE announcement of the opening of an American office of the Travel Association of Great Britain and Ireland is of the greatest interest to everyone engaged in transatlantic passenger business, since the object of this organization is to promote travel to the British Isles and to co-operate in every possible way with railroads, steamship lines and travel agencies on this side.

The association is headed by Lord Derby, who made a visit to this country in its interests last spring, and it has the strong support of the British government, which subscribed \$25,000 towards its funds last year, and the backing of the Department of Overseas Trade.

An extensive campaign to make Great Britain and Ireland the popular travel centers they should be, will be carried out by the association in co-operation with travel organizations on this side.

The choice of Mr. T. A. Dixon as head of the American office is a particularly happy one, for not only will his many years' experience as a newspaper man be an invaluable asset in the work, but his seventeen years' residence in the United States has given him an intimate knowl-

edge of this country, and the people among whom he will carry on the work of stimulating tourist travel to Great Britain.

The offices of the Travel Association are centrally located at 295 Madison Avenue.

Thief-Proof Money

From a very small beginning, the use of travelers' cheques has grown to enormous proportions in a comparatively few years. The first travelers' cheques were used in 1891. That year 248 cheques were used, valued at \$9,120. In 1915 the total was \$32,500,000. According to Department of Commerce figures, the money taken to Europe by travelers in 1929 was \$818,000,000. Of this amount \$410,000,000 was invested in travelers' cheques. The average per passenger was \$300. International Mercantile Marine Travelers' Cheques are presented and honored in the four quarters of the earth.

The souks, or covered bazaars, of Tunis surpass all others in North Africa. The bazaar quarter is a whole city under one roof with a labyrinth of narrow, tortuous lanes, alleys and passages. Each of the trades has its own lane; one devoted to perfumes, another to jewelry, a third to textiles, and so on; an arrangement which tends to make shopping and bargaining easy.

ITALIAN ROADS RESERVED FOR MOTOR TRAFFIC ONLY

ROADS reserved in Italy exclusively for automobiles are, according to report issued by Italy-America Society, the road from Milan to the lakes, which is 53 miles long; the one from Milan to Bergamo, which is 30 miles long, and the one from Naples to Pompeii, which is almost completed. There is also a road under construction from Florence to Viareggio, 53 miles long; and shortly work will be started on the road from Bergamo to Brescia, 28 miles. A road has also been planned from Padua to Mestre, 15 miles. These roads are reserved exclusively for motor traffic and all intersecting roads pass either overhead or underneath.

Motors Now Landed at Galway

THE automobile department of the International Mercantile Marine Company recently announced that for the convenience of motor tourists bound for western Ireland a limited number of uncrated automobiles, accompanying passengers, will now be accepted on White Star line steamers calling at Galway, for discharge at that port. The rate will be the same as the rate for Queenstown or Liverpool.



WORLD CRUISE PORTS—ALEXANDRIA

By WINFIELD M. THOMPSON, FIELD AGENT, INTERNATIONAL MERCANTILE MARINE COMPANY

Part II

ON an ancient map showing the west port at Alexandria, is the engaging name, "The Harbor of the Happy Return." The phrase was coined before the time of Cleopatra, to commemorate the end of we know not what perilous voyage from her native city. It was prophetic, for of all ports a traveler may see on a voyage around the world, there is none to which he returns with the same sort of satisfaction.

Alexandria Harbor today, as it has always been, is the ideal port of the sea wanderer: safe for his ship, rich in history, pleasing to the eye, and from its quays beckoning the sailor home from sea to come ashore and enjoy the ease of an exotic city.

The premier port in the Mediterranean in size, the harbor of Alexandria sees growing hosts of tourists pass through its gates every winter, in transit to and from Cairo and Upper Egypt. Unhappily, it is not yet the fashion for them to tarry in Alexandria; yet the traveler who takes a day or two out of his Egyptian itinerary for a visit to Alexandria is so well pleased with his experience there, that it is difficult for him to understand why the city of Cleopatra should not have become a tourist resort of the first order long ere this.

The city has miles of fine streets, lined with modern buildings. Its shops are varied and well-stocked, its hotels clean and comfortable, and its restaurants noted for good food. Its climate, winter and spring, is delightful, while its historical background is more vividly appealing to mind and heart than that of Cairo itself.

Alexandria was a centre of culture and wealth a thousand years before Cairo was founded. At the beginning of the Christian era, it stood second only to Rome in the extent of its buildings and public ways, the value of its libraries and the beauty of its temples. Great figures walk through the shades of its past—from Alexander the Great, its founder, to Napoleon, who sought to make the city the threshold of a vast French empire in Egypt.

Palaces Beneath the Sea

One little figure is above them all in human appeal—the woman of all time most graphically portrayed in literature—Cleopatra, who was born, lived and loved here, and in her palace on the seashore, ruled in succession the hearts of two Roman dictators—Julius Caesar and Marc Antony—and through them swayed the destinies of Rome itself. Cleopatra's vibrant memory dominates Alexandria, while the dust of oblivion covers the names of all its other rulers.



IN THE HARBOR OF THE HAPPY RETURN

Coasters at the quay. In the background can be seen the building of John Ross & Co. agents for the International Mercantile Marine lines

The amateur antiquarian will hardly know at first where to look in Alexandria, for traces of Cleopatra, for the sea has claimed most of them. The Lochias promontory, on which stood her palace and the mausoleum in which she died a suicide, and the tomb in which she was laid at rest, have long since been washed away. The very stones of their foundations now rest beneath the waves.

A breakwater that protected the old harbor of Alexandria, and the East point

of the island of Pharos, on which stood the world's first lighthouse, also have disappeared. There has been a general subsidence of the coast hereabouts, and the pounding of seas in easterly gales have carried on their obliterating work for nearly 2,000 years so effectually, that scarcely a trace remains of the old shore of the harbor. The substratum of the Lochias promontory's rock appears above the tide, but when last spring a French steamer ran aground off the spot, there was more than an even chance that she struck some of the stones that had sheltered the form of Cleopatra.

Where formerly was a protected beach, around the old harbor's inner shore, the sea now dashes against a massive concrete seawall, curving for two miles or more, like a bent bow, with a broad boulevard back of it, faced by block after block of tall apartment houses.

Where Cleopatra Lived

Fortunately, there has been preserved in the same map that shows the Harbor of the Happy Return, the outlines of the ancient port of Alexandria, and with the map before one, it is not difficult to follow the contour of the shore.

On the right looking north, where now one sees a nondescript square structure rising from the rocks, was the Lochias promontory, on which stood the royal palace, a Temple to Isis, the royal mausoleum, and barracks for the guard, the whole being about half a mile long.



AT THE OLD CUSTOMS QUAY

Passenger carrying boats waiting for patronage. Harbor police station in the background



EDITORIAL COMMENT

A TIME FOR COURAGE

THERE has been something really magnificent in the spirit in which this organization has met the problems of the present business depression. For many months we have had to contend with one of the most grave and serious traffic slumps in the history of transportation, but through all of this there has not been a word of pessimism or a note of defeat. Faced with conditions and surrounded by circumstances that would have daunted a less virile and energetic staff, the organization to a man has met the situation with vigor and determination, shown new powers of resource and productive effort, and labored in season and out of season, regardless of time and conditions, to win the last passenger and book the last pound of freight.

Viewed by results the traffic is down—down in volume and down in value, but viewed by percentages we have maintained our position in the face of increased competition—no mean performance, when the new units of the competition are brought into the record.

Unhappily, the end is not yet in sight. Further measures to restrict the tide of immigration have been imposed both in the United States and Canada, and these will bear heavily on the westbound carryings during the lean winter months. The usual tide of fall and winter travel, both business and pleasure, suffering from mass timidity, is under the shadow of the depression, but will yield to the faint glow of improving economic conditions which we believe can be discerned on the commercial horizon. We must be up with the dawn when it comes and girded for the day's work.

It is a time for courage and vision—vision to see the possibilities and employ them, and courage to fight through and win the traffic.

This country has not suffered any impairment of its resources, but conditions have created an atmosphere of hesitancy that has affected travel, but its effect will wear off with returning confidence. An active and alert staff can quickly capitalize improving sentiment and convert it into travel prospects for business or winter holidays abroad, the Cruises, and the Panama Canal route to California.

It requires the spirit of enterprise and energy to develop the possibilities, but these qualities are inherent in every International Mercantile Marine Company employee and we have the utmost confidence that they will be in evidence in

many directions during the active and busy fall months just ahead, and that every office and every employee will render a fine account of stewardship in the final reckoning.

Let's keep in front, and fix this thought in our minds:

It's clever to be resourceful!
P. V. G. M.

ACCEPT NO SUBSTITUTE

SEVERAL months ago an article by the always stimulating Katharine Fullerton Gerould appeared in *Harper's Magazine*. It was called "Our Substitute Lives," and it dealt with a present-day trend that the average person is accepting more or less as a matter of course, but which makes one a trifle uncomfortable when viewed in the clear light of Mrs. Gerould's keen and analytical mind.

Most of us, in this machine age, the author points out, are leading substitute lives, and so carried away are we with admiration for the genius which creates the substitute that we are inclined to forget that what these amazing modern machines are producing for us are, nevertheless, only substitutes.

We are offered, and exclaim over a clever imitation of silk—but an imitation, and not as good; we wear cloth coats that imitate fur, but they are not so warm; we sit at home and listen-in over the radio to a symphony concert or an account of a football game instead of getting it firsthand—very marvelous, of course, that you can get any part of an event taking place miles away without leaving your comfortable fireside—but it isn't as much fun as being there. A great deal has been lost by the substitution.

When you have finished Mrs. Gerould's article you sit back and review your own and your friends' lives and are forced to admit the general truth of the charges.

If you go on from where the article left off, and review travel in the light of what it said, the facts readily marshal themselves. You have only to note the number of travel books on any publisher's announcement, and to total up the number of travel lectures delivered in this country annually to realize the extent to which "substitute traveling" is indulged in.

Not that all readers of travel books are substituting these for the real thing, for many are using these delightful and valuable volumes to prepare themselves for journeys they are about to make, or reliving delightful voyages of the past in the pages of a book.

But there is a goodly proportion of them who are deluding themselves that they are getting the full flavor of foreign lands from between the covers of a book. But it is a delusion. Until the book is published which reproduces sounds and scents, the best of them cannot hope to convey a fraction of the picture. Until you have smelled the perfume of wall-flowers you do not know rural England, and until you have listened to its street cries you haven't the essence of London, or Cairo or Algiers.

And even if some miracle of science could confine these things between book covers, the substitute traveler would still be missing the most important things. No matter where the literary pilgrimage took him he would still be seeing only what the author saw. He might see all of these things if he went himself, and he might see only some of them, but he would surely see other things that the author, perhaps, missed entirely because they were not "up his alley," and it is these things that are his own, that are the response of his particular self to the strange, new scene,—these are the precious jewels of travel.

HAVING THE CAKE

WE all know the old saw about eating the cake and having it too—that we can't do both.

In travel it is different, for here is one of the things in life that can be enjoyed for an indefinite time. The mere physical contacts of a pleasant journey, the acts of daily life in strange places and among strange peoples, register impressions that become indelible.

After having consumed the substance of travel in the first instance, we find that its value accrues in memory, until the recollection is worth more than the original impression.

As a simple demonstration, take the pleasure derived from a good meal or a bottle of wine in a delightful foreign city. Either is pleasing when we consume it, but as time passes, memory makes the meat sweeter and the wine of finer aroma.

It may be claimed that the same premises apply to the cake. They do not if the eating of the cake takes place in commonplace surroundings and under ordinary circumstances. The memory of strange things is the spice to our meat and the flavor to our wine.

Hence money spent on travel is a permanent investment in happiness.



OBSERVED AND NOTED . . . By The Editor

A YOUNG VISITOR

NOT long ago, Miss Anne Sagie of the Detroit office of the International Mercantile Marine Company dropped in to see the editor, explaining that she was in town for a few days on her vacation and thought she would like to see what we looked like. As this, of course, was very flattering and broke the ice at once, we settled back for a pleasant social interlude. It was pleasantly surprising, too.

We're just old-fashioned enough so that when we meet a lady who is young and very easy to look at (you can see for yourself by turning to page 15) we just naturally associate her with the less serious things of life—the butterfly existence. Here was where the surprise came in.

Miss Sagie, it seems, is so enthusiastic about the steamship business that she wants to learn it as quickly as possible, so she gives her vacation time to it. She has been with the company a little over two years and has spent both annual holidays getting practical experience.

CONTAGIOUS ENTHUSIASM

"You see," she explained, "I live in an inland city, and I had never seen an ocean liner. Last year I decided I could sell tickets much more easily if I really understood from experience what I was talking about, so I just came on to New York and spent several days visiting the piers and the *Olympic* and *Belgenland*. They were a revelation to me, and made me realize that there is nothing like seeing for yourself."

This year Miss Sagie went to Toronto and Montreal by rail, and visited the company's offices there, then made the trip down the St. Lawrence to Quebec on the *Laurentic*, for a taste of shipboard life. At New York she visited the *Pennland*, *Cedric*, *Virginia* and *Minnewaska*, and saw a midnight sailing of the *Olympic*.

As we listened to Miss Sagie's account of what she had seen on her trip, and saw her enthusiasm about it all, we realized how inevitably contagious it would be to the customers back in Detroit.

We couldn't help wishing that more people could enjoy a business trip as much as our young visitor had.

AIRY BADINAGE

Captain Eustace R. White, commander of the *Majestic*, has the distinction of being a participant in two premier outstanding tests of long-distance radio-telephone communication between ship and shore, both occurring on westbound voyages some five hundred miles off the coast of England.

The first came in April of this year when he was commander of the *Olympic*,

about the time Spain had perfected her radio-telephone service between Madrid and Chile. Captain White was in the chart room when he was informed that the King of Spain was on the air and wished to speak with him. The commander thought it was a joke and asked what King Alphonso could possibly want with him.

But it was no jest. "Hello, your Majesty, this is Captain White speaking," said the commander. "Where are you?" The King was in a merry mood. His laughter could be heard distinctly over the air. "I am in Spain," he answered in excellent English.

"May I be of service to you?" replied the commander.

"No. We were talking with Santiago de Chile. I just called up to say hello. Many years ago I traveled on your fine ship. I want to know if she is still running as well as I am."

"Better than ever," laughed Captain White. "I trust you will both be running smoothly for many years, your Majesty."

"Thank you," responded Alphonso. "Adios; hasta la vista."

It is said that King Alphonso asked the skipper to visit him in Spain on his next holiday, but of this the master has kept mum. However, there was something significant in His Majesty's closing salutation, "*Hasta la vista*."—Until I see you.

A TALK WITH CAPTAIN YANCEY

Meanwhile Captain White was raised to command of the *Majestic* and again he was called to the radio-telephone for special test communications between his ship and Australia and also the Argentine. Both stations maintained clear and uninterrupted conversation with the *Majestic*, the talk with the Argentine being particularly interesting. For eight minutes the commander conversed with Captain Louis A. Yancey, American transatlantic flyer, as he soared over the airport of Buenos Aires at a height of three thousand feet.

The honor of being the first commander to talk over these great distances between ship and shore is an appropriate one, for Captain White has long been interested in communication at sea. As a youth in sail he could shout through a megaphone louder than any of his mates and had a sharp eye for signals. With the advent of wireless he gave it strong support, using his radio in many ways to work out its practicability.

INSPIRATION

It is difficult to ascertain the number of passengers whose travels abroad have been inspired by a visit to a steamer

to bid *bon voyage* to friends. It is well known, however, that visiting a ship on sailing day is a powerful factor in arousing interest in travel by sea.

On a recent voyage of the Panama Pacific liner *Pennsylvania*, two women who had gone to the pier to see relatives depart were so impressed with the great size, beauty and luxury of the vessel that they bought tickets on the pier and sailed. An hour before departure they had no intention of going to California.

"Oh, I do wish you were coming along," said one of the party.

"So do I," replied the visitor. Her husband, who was standing by, remarked that there was no reason why she should not go; that cousin Sue could lend her some dresses until they got to the Coast and that he stood ready to buy the tickets.

"I'll take you up on that," said the wife, and instantly went ashore and bought reservations for herself and her sister.

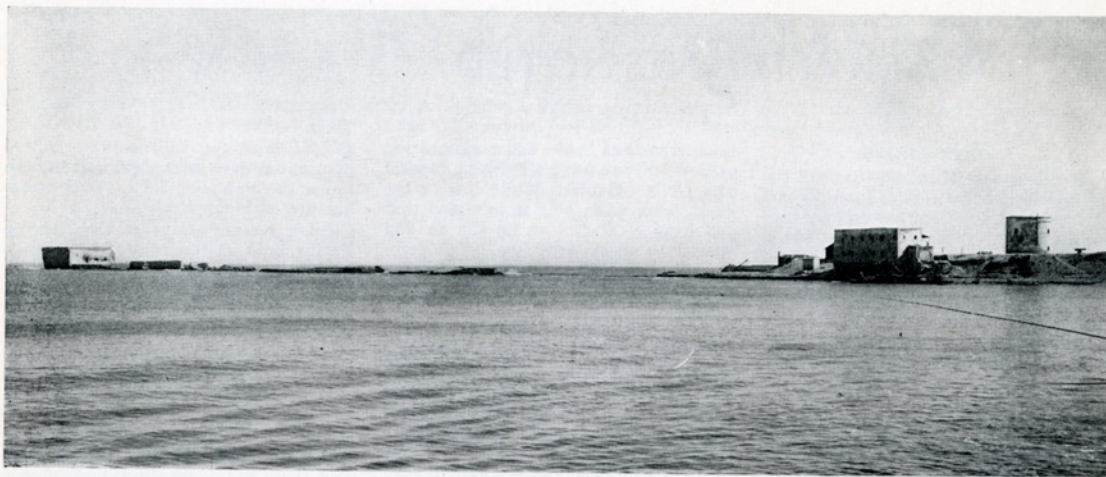
DONAHUE'S METHOD

The idea that "seeing is believing" is strongly fixed in the mind of Francis G. Donahue, the newly appointed passenger agent of the International Mercantile Marine Company at the Chelsea Piers.

"If a potential passenger makes inquiry about a steamship, don't be content with showing him a plan of the vessel and depending upon your powers of illumination to sell a ticket." This, in substance, is Donahue's policy. During the eleven years he has been with the company as time-keeper and assistant pier-cashier, he has successfully acted upon the idea that the leisurely inspection of the company's liners shows them to better advantage than a survey of deck-plans and photographs. Whenever a passenger makes inquiry at his office on Pier No. 62, Donahue gives the necessary information casually. He never appears to be over-anxious. Sooner or later a question will arise that brings an answer of this sort:

"The ship is in port now. If you have the time, I'll be pleased to take you aboard and show you about the vessel."

This offer makes a favorable impression on prospective travelers who have never been aboard an ocean-going vessel and capitalizes the well-known fact that seeing a ship invariably has the effect of stimulating the wanderlust that is inherent in most everyone. Donahue, of course, does not book all those who inspect the ships with him, but it is a conservative estimate that he sells tickets to at least sixty per cent. of those who accept his offer of service.



WHERE CLEOPATRA LIVED, LOVED AND DIED

All that remains of the Lochias promontory, on which stood the palace and mausoleum of the famous Egyptian queen. Earthquakes and the sea have obliterated all trace of the royal buildings which stood at the seaward end of the point

ALEXANDRIA

(Continued from page 7)

that Caesar and Cleopatra set out for their trip up the Nile while they were waiting the birth of her first child. This trip, which took them to Luxor, probably gave Cleopatra her first view of the interior of Egypt. It is remembered today, chiefly, for the bringing to Alexandria of the great obelisk at Luxor that now stands on the Thames Embankment at London.

Twenty centuries not only have wiped out the old sea front of Alexandria, but they have brought about a striking change in the geography of the city in relation to its port. While the harbor of Cleopatra's time, on the East side of the city, is now an open bay, what was then an open bay, lying west of the city, is now the port. What was formerly the island of Pharos is now part of the mainland, and appears on the map as Ras El Tin—the Cape of Figs.

Between the island and the city was once shallow water that connected the old harbor and the small Harbor of the Happy Return. Across this was built in the city's early days an earth causeway, known as the Heptastadium—it being seven stadia, or 1,400 yards long—with a small bridged passage at each end, through which boats might pass from one harbor to the other.

A City's Right About

This causeway was destined to lead to a great physical change in the geography of the city. As centuries passed, it became broader and broader, through the accumulation of silt and filling materials, until it permanently separated the two harbors, while Pharos, at its other end, ceased to be an island, and became the broad head of a strip of land half a mile wide, that is now covered by the streets and houses of a populous part of the city, known as the Ras El Tin district. Where

once the old causeway ran, is a main street with many side streets, the whole housing the shops of a native bazaar.

How many centuries passed while this separation of the harbors was going on, no man today can say. The result was a complete right-about-face, commercially, of the city of Alexandria. From facing north and east to its port, it now faces west.

As the old harbor declined, the Harbor of the Happy Return became more and more important. Here business gathered. Warehouses and quays were built. The demands of modern commerce making the creation of a larger port necessary, long breakwaters were built in 1873, and the present outer harbor was created, with its 1,400 acres of anchorage space, deep enough for the largest ships.

There are two channels between the ends of these breakwaters, marked by range lights, but the principal harbor light—the successor of the old Pharos—



RUINS OF FORT QAITBAI, OVERLOOKING THE OLD HARBOR

Built in the first half of the last century, this stone fort was one of the city's chief defences, until it came under the guns of a British fleet in 1882. Two days' bombardment quelled bloody riots in the city and brought lasting peace to Egypt



THE MODERN LIGHTHOUSE ON THE ISLAND OF PHAROS

This tower, which may be described as a lineal descendant of the world's first lighthouse, stands about two miles from the site of the original light, on the west end of the island that gave the first light its name

stands on the promontory of Ras El Tin, near the land end of the longest breakwater. The tower, striped black and white, is 180 feet high, and the light is visible 30 miles at sea. It is nearly two miles west of the site of the original Pharos.

Modern City Covers Antiquities

Visitors to Alexandria, with a common reaction to the sense of mystery conveyed by its history, ask why it has not yielded greater returns to the archaeologist; why so little remains of its former glories.

There are various answers. The new city is built on the dust-buried remains of the old. To uncover its ancient streets and ruins would mean the destruction of property valued at millions. No searcher for antiquities has yet come forward rich enough to assume such a financial burden. Again, the finest buildings in ancient Alexandria were near the sea, with few exceptions, and these, like Cleopatra's palace, have been washed away by the encroaching waves.

That there are treasures to be uncov-

ered at Alexandria, no one familiar with its past can doubt. Even the greatest treasure of all, the tomb of Alexander the Great, is believed by no less authority than Howard Carter to be in existence.

Mr. Carter last year announced that when he had finished with restoring the articles found in the tomb of Tut Ankh Amen, in the Valley of the Kings, he hoped to begin a systematic search in Alexandria for the golden casket of Alexander.

That it should have escaped the vandals of succeeding conquests, through more than 2000 years, seems doubtful. Still, in view of the revelations of the tomb of King Tut, it is not impossible.

Mr. Carter has made a careful preliminary study of the royal burial ground of Alexandria, and has decided to his own satisfaction the area in which the world conqueror was entombed. The exact spot, he believes, is now covered by a Mohammedan mosque, and he has already secured permission from the religious body controlling it, to begin excavations on the premises.

Relics of the past in Alexandria that are seen by the tourist include catacombs that are worth inspecting, although now but empty galleries, with vacant burial niches; remains of Roman foundations that once may have supported temples; and the well-known Pompey's pillar, a red granite monolith standing on a hill among the ruins mentioned. It was not connected with Pompey, but was reared as a memorial to a dimly recalled Roman emperor.

More satisfying today to the traveler in Alexandria is the vivid life of the city, and the place itself—a sort of miniature Paris, with a Neapolitan sea-front, and a broad fringe of native areas in which will be found the races of the East, those of Africa, and the age-old sea rovers of the Mediterranean, so intermingled that it must be a wise man who would swear to the antecedents of any man he meets outside the Europeanized quarter.

With it all, there is fascination in Alexandria for the lover of life, as well as for the student of the ashes of yesterdays.



STRANGE RIGS ARE SEEN TODAY IN ALEXANDRIA HARBOR

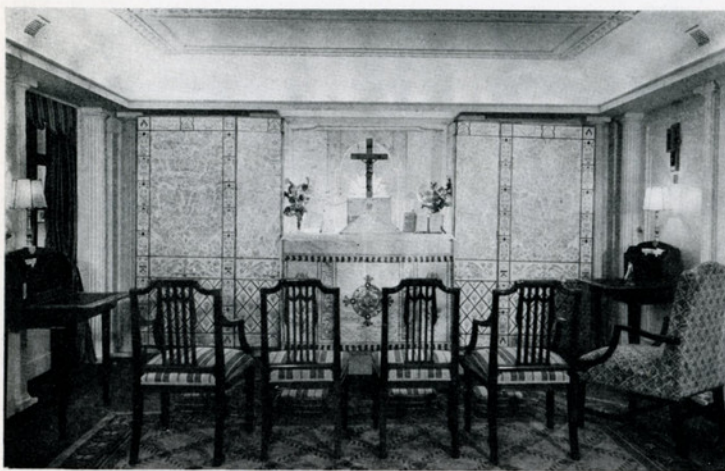
For more than 2,000 years the harbor of Alexandria has been noted for the varied craft to be seen at its anchorage. Today the little Harbor of the Happy Return shelters as many strange craft as ever. In the distance can be seen the yacht of the King of Egypt



THE OCEAN FERRY



ALTAR RECESS ONE OF MANY NOVEL FEATURES OF THE NEW CABIN MOTOR VESSEL BRITANNIC



A VIEW OF THE BRITANNIC'S ALTAR WITH THE WING PANELS OPEN

THE White Star Line's new motor vessel, *Britannic*, which already has achieved a notable popularity with transatlantic travelers, since she made her maiden trip in the New York-Liverpool service in August, is a liner of such outstanding beauty in interior decoration and perfection of appointments that it would need more than one tour of inspection to reveal all of the many novel features that the art and skill of her designers have wrought.

Of the many innovations which impressed the thousands of visitors who flocked to the new motor vessel during her first visit here, perhaps none received more enthusiastic approval, particularly from visitors of the Roman Catholic faith, than the cleverly devised altar niche which has been built into a wall in the lovely little Adam drawing room on B deck, where Holy Mass is celebrated.

The altar recess occupies the center of the wall between two panels, and is concealed, when not in use, by an ingenious arrangement of folding panels, which open out to reveal a complete altar.

When open the panels form wings and extend the ecclesiastical designs on each side, adding beauty and dignity to the unit.

The same idea has been carried out in tourist cabin, where the recessed altar is set into the wall at the after end of the lounge on B deck.

The provision of a temporary altar and equipment for the celebration of mass on every ship of its lines, as well as the designation of a steward of the faith trained to serve at mass, has been the custom of the International Mercantile Marine Company from its beginning, and the new altar arrangement, with its added dignity and beauty, is a continuance of the company's policy of doing everything possible to meet the spiritual needs of its many passengers of the Roman Catholic faith during an ocean voyage.

NEW M. V. BRITANNIC TO MAKE MEDITERRANEAN CRUISES

A NOTABLE addition, this year, to the White Star Line's winter cruise fleet is the new motor vessel *Britannic*, which made her appearance last August in the line's New York-Liverpool service. The *Britannic* is scheduled for two 46-day cruises, from New York January 8 and February 26. The White Star liner *Adriatic*, which enjoys an outstanding popularity both with transatlantic travelers and Summer vacationists, will complete the Mediterranean program with two cruises starting January 17 and March 7. Both vessels call at Boston the day after leaving New York.

Both the *Britannic* and *Adriatic* are

unique in the Mediterranean cruise field in that they carry tourist third-cabin passengers, and offer the complete cruise, including shore excursions, at the remarkably low rate of \$420.

The itinerary of the cruises will include Funchal, Gibraltar and Algieras, Algiers, Monaco and the French Riviera, Naples, Athens, Istanbul (Constantinople), Haifa for the Holy Land, Alexandria, for Cairo and the Nile, Syracuse, Naples and Monaco (second call).

Baden in Switzerland is one of the quaintest watering places in Europe. Most picturesquely situated, it is an ideal place for rest and quiet recreation.

In Ghent, Belgium, there is a "row of monuments" where seven large public buildings stand on almost a straight line of only about 700 yards.

FATHER GROGAN, FRIEND OF TRAVELERS, DIES IN IRELAND

FATHER GROGAN, rector of the Mission of Our Lady of the Rosary, beloved of immigrants regardless of race or creed, died suddenly on August 25, following an emergency operation in a hospital in Dublin, Ireland. In the archdiocese of New York he was registered as the Rev. Anthony J. Grogan, but to hundreds of thousands of travelers who have been recipients of his kindly help at the gateway to America, he was plain Father Grogan. In the latter part of July he sailed for Queenstown on the new White Star liner *Britannic*, acting as Chaplain of the ship for the voyage. He went on business associated with the Eucharistic Congress to be held in Dublin in 1932 and was to have embarked for New York on the *Baltic*, September 6.

Despite his varied duties as rector of the Mission, and directing head of the Home for Irish Immigrant Girls at the Battery, he managed to meet nearly all incoming liners, where his presence was of value alike to traveler and official. For nearly thirty years he had been a chaplain at Ellis Island and was familiar with the immigration law and its various amendments. He had a keen sense of justice and no one could go further than he in taking the part of the newcomers to the United States. At the same time, he was a staunch defender of the Government and its policies, and often defended it in public addresses against alien critics. As a testimonial of the high regard in which he was held because of his spirit of justice and fair play, a dinner was given in his honor several years ago, that was attended by 800 persons. The well-wishers, mostly non-Catholic, were made up of immigration and customs officials, steamship men and members of the press who had been associated with him and his work since 1900. On that occasion he was the recipient of a motor car for his personal use and a substantial sum to help carry on his philanthropies in behalf of incoming aliens.

Practically all steamship lines with services to Great Britain and Ireland were represented at the funeral, which took place at Tullamore, where the priest had been visiting with his brothers and sisters in Ireland. The International Mercantile Marine Company was represented by George Harris, its general manager in Dublin.

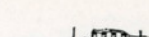
In this country Father Grogan is survived by a brother, Thomas Grogan, landing agent of the International Mercantile Marine Company.

Linguist-Conductors in Dusseldorf

Visitors to Dusseldorf from America, England, the Netherlands and France will now find street-car conductors who speak their language. These linguist-conductors wear an armband showing which language or languages they speak. A large number of conductors are also studying Esperanto, which has a considerable currency in Europe.



THE OCEAN FERRY



CAPTAIN K. TVETEN

Word has been received from England of the death of Captain K. Tveten, who was interpreter in the Southampton passenger department of the White Star Line for 26 years. The funeral, which took place at Woolston on September 9, was attended by many members of the staff and of the White Star Sports Club, of which he was a member.

Staff Changes

Pursers: E. Grahl, *Doric* to *Adriatic*. . . E. W. Lancaster, *Arabic* to *Doric*. . . G. W. McHugh, assistant on *Albertic* to *Arabic* as purser. . . A. R. Holmes, assistant on *Adriatic* to *Ceramic* as purser. . . H. Wroth, assistant on *Lapland* to *Lapland* as purser.

Surgeons: Dr. M. Kesteloot, replacing the late Dr. L. Flament in the *Lapland*. . . Dr. T. L. P. Harries to *Doric*. . . Dr. P. F. Woodruff-Minett to the *Ionian*. . . Dr. J. Glover to the *Laurentic*. . . Dr. J. Maguire to the *Arabic*. . . Dr. C. H. Wilson to the *Cedric*. . . Dr. C. W. O'Keefe to the *Doric*.

ROTARY INTERNATIONAL HEAD TRAVELED ON THE MAJESTIC



Almon E. Roth

THE president of Rotary International who sailed for Europe on the White Star liner *Majestic* last month to attend The Hague Conference of European and American Rotarians, met with a reception at Southampton which, for pace at least, must have reminded him of home. Five minutes after the big liner was made fast to her pier at the English port, Mr. Roth, escorted by fellow Rotarians, P. E. Curry, general manager of the White Star Line there, and A. F. Shepard, past president of the Rotary Club, who had joined him at Cherbourg for the Channel crossing, arrived at the South Western Hotel, where the local Rotary Club was assembling for its weekly luncheon.

POSTERS THAT HAVE STIMULATED TRAVEL BETWEEN ENGLAND AND AUSTRALIAN PORTS



A display outside the offices of Dalgety and Company at Sydney that attracted considerable attention

A SELLING campaign carried out by White Star Line agents in Australia during the past year is now bearing fruit in greatly increased passenger business from that continent for the transatlantic ships of the International Mercantile Marine Company sailing from New York and Montreal.

The campaign was designed to appeal to the proverbial passion of the Briton for seeing the world, and it featured travel from Australia by way of America and a transcontinental journey from the West Coast to New York or Montreal on any one of a variety of scenic routes, with stopover privileges at points of interest. As an alternative route, for lovers of sea-travel, the campaign also features the 5,000-mile sea voyage from California to New York by way of the Panama Canal and Havana on one of the Panama Pacific Line's fine turbo-electric ships.

The plan of combining a trip to England with a sightseeing visit to the new world has met with favorable response

LAPLAND BEING REMODELED FOR WEST INDIES SEASON

A SERIES of eleven-day cruises to the West Indies, to be carried out by the *Lapland*, has been arranged by the managers of the Red Star Line for the late winter season, the dates to be announced shortly.

The itinerary will be the same as that of the popular cruises made by the same steamer last year, Havana, Nassau and Bermuda being the ports of call.

The *Lapland* is now undergoing exten-

sive remodeling and reconditioning at the Harland and Wolff yards at Belfast. Hot and cold water is being laid on in every stateroom in cabin and tourist classes, beds will replace berths throughout these classes, and all of the public rooms remodeled and redecorated on modern lines. A long gallery, similar to the one which caused so much favorable comment on the new motor vessel *Britannic*, is being built on the promenade deck to serve as an additional lounge and indoor promenade.

One of the most effective features of the campaign is a series of arresting posters depicting American scenes. That the cost is no greater by way of Europe than by the direct steamer route, that American cities, particularly New York, afford unexcelled hotel accommodations at moderate rates, and that there are frequent sailings to Europe from New York, of ships of every type, offering a wide range of passage rates, are facts that have been emphasized by agents of the company with the result that America is welcoming an unusual number of visitors from Australia this year.

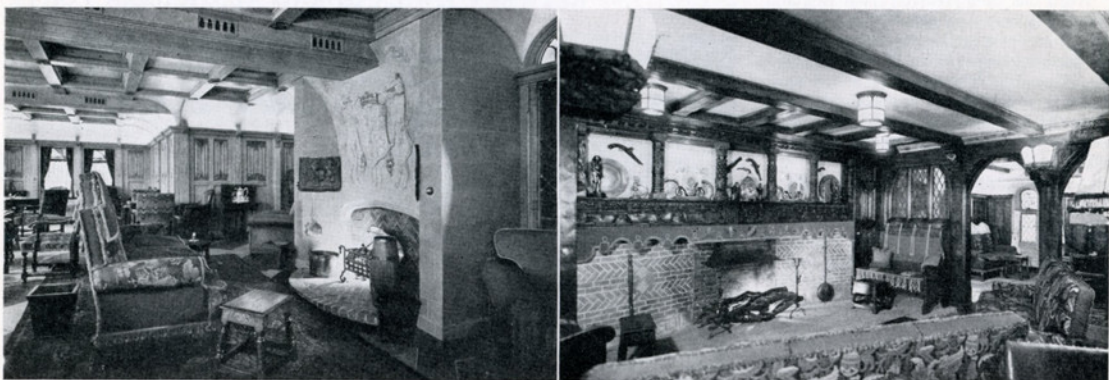
The company's fine fleet of cabin ships plying to England have always been popular with Australian passengers and this year the new motor vessel *Britannic*, lately added to the White Star Line's New York-Liverpool service, already has carried a large number of travelers from "Down Under."



THE OCEAN FERRY

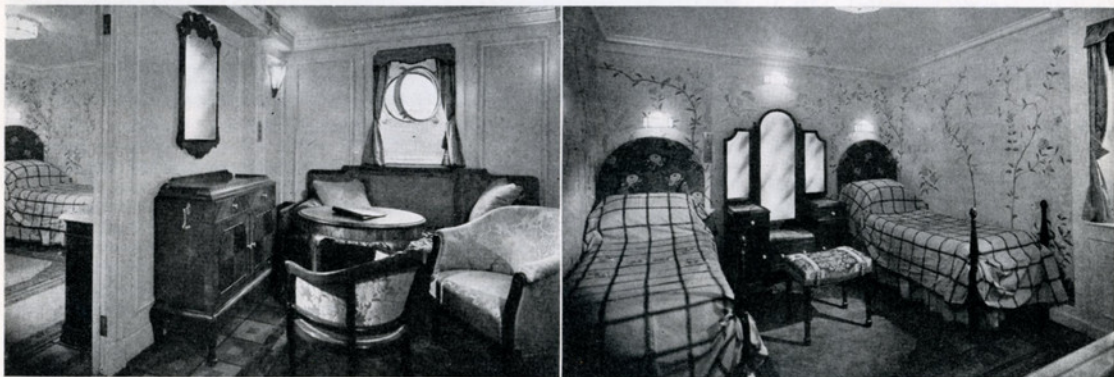


BRITANNIC INTERIORS FINE EXAMPLES OF THE DECORATOR'S ART



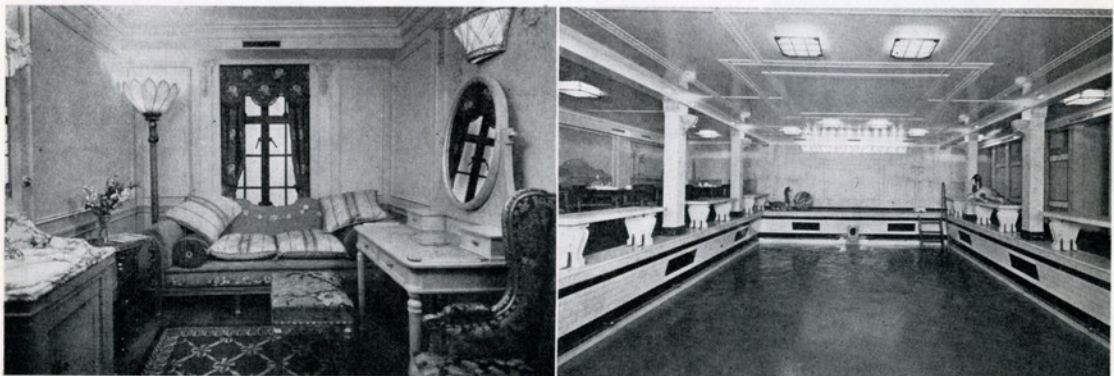
TWO FINE FIREPLACES IN CABIN CLASS

The quaint stone fireplace in the French Gothic card room, with a heraldic design above it and an old armour bright dog grate, is enhanced with richly colored, embroidered and fringed wall hangings. Right: deeply recessed, and flanked by fireside seats, the handsome Tudor fireplace in the smoking room is surmounted by a long, hand-carved mantel glowing with the soft sheen of pewter ornaments



ONE OF THE CHARMING SUITES ON A DECK

Left: A corner of the sitting room of one of the many suites, looking into the bedroom. Right: A view of the bedroom showing walls painted in a lovely flower and bird design



INNOVATIONS IN CABIN CLASS

Left: Feminine travelers appreciate the prettily decorated and perfectly appointed retiring room adjacent to the drawing room, where the correct dull finish may be applied to shiny noses and coiffures restored to order after hours in the brisk sea air, without a special trip to one's cabin, before luncheon or tea, or after a stroll on deck between dances in the evening. Right: The swimming pool adds to the list of the Britannic's novelties with a tea garden where swimmers may have their afternoon refreshment at little tables along the side (left), set against a background of bright outdoor scenes painted on the wall



THE OCEAN FERRY



A POPULAR TOUR CONDUCTOR
WHO HEADS LARGE PARTIES



V. M. Grigoroff and one of his many pleased passengers

A WELL-KNOWN brand of cigarettes sometimes advertises under the slogan: "Such popularity must be deserved." The phrase might very naturally come to mind in connection with V. M. Grigoroff, of the International Mercantile Marine Company's third class department, particularly around the time of one of his semi-annual departures for Europe at the head of a party of excursionists to Central European countries.

Mr. Grigoroff's parties are invariably large, and include a significantly high proportion of "repeaters" and always the report comes back that "a good time was had by all."

A number of factors contribute to the popularity of Mr. Grigoroff's excursions, the most important being a personality which makes friends for him wherever he goes, and an unusual knowledge of the details of continental travel. Whether it be in France, Switzerland, Austria, Jugoslavia, Poland, Bulgaria or Roumania, his arrival at a railway station is like Old Home Week, for he is well known wherever he goes, and the way is smoothed for him and for his party.

The photograph above was taken on the White Star liner *Majestic*, on which Mr. Grigoroff returned after conducting a party of 175 excursionists to Europe on the *Olympic*, August 1. The very easy-to-look-at passenger is Mrs. James B. Zabin, of New York.

Mr. Grigoroff is now preparing for his usual winter excursion which leaves this year on the *Olympic* from New York, December 27, and will include many members who are going to their old homes for Christmas, which in the Greek Catholic Church is celebrated 13 days later than in other Christian churches.

I. M. M. COMPANY ANNOUNCES
NINE CHRISTMAS EXCURSIONS

EARLY bookings for the Christmas excursions to Europe and the British Isles on White Star and Red Star liners indicate that Americans of foreign birth or parentage will revisit their old homes in greater numbers than ever, this year. No less than nine personally conducted excursions have been scheduled by the International Mercantile Marine Company for the six weeks preceding the holiday season, three to the British Isles and six to Continental Countries. Eight of these will arrive in Europe before December 25. The last party will be made up largely of members of the Greek Orthodox Church, which celebrates Christmas thirteen days later.

Party conductors of wide experience, whose names are well known to thousands of travelers, have been chosen to accompany the excursionists and attend to all the necessary details of traveling, so that the voyage is a perfect holiday from all care.

Excursions announced for 1930 are as follows:

Olympic, November 14, to Continental Countries, conducted by Victor Kolasinski, of the Pittsburgh office.

Majestic, November 21, to Continental Countries, conducted by Peter Barth, of the Cleveland office.

Adriatic, November 29, to the British Isles, conducted by J. S. Bankert, of the Philadelphia office.

Olympic, December 5, to Scandinavian and Central European countries, conducted by Stanley Lindstedt, of the Minneapolis office.

Westernland, December 5, from New York, and December 7 from Halifax, to Continental Countries, conducted by Leon Sikevych, of Toronto.

Alberic, December 6, from New York and December 7 from Boston, to the British Isles,

A VISITOR FROM DETROIT



MISS ANNE SAGIE, ON THE OLYMPIC
Although she had never seen the sea or an ocean liner until 2 years ago Miss Sagie likes the steamship business well enough to spend her vacations learning more about it. (See page 9)

conducted by John Cumming, of the Boston office.

Majestic, December 13, Italy and the Continent, under Julius Berner and Gabriele Giacce, of the New York office.

Baltic, December 11, to Ireland, conducted by Michael Kelly, of the New York office.

Olympic, December 27, Greek Orthodox excursion, to Continental Countries, conducted by V. M. Grigoroff, of the New York office.



3A. UNTER DEN LINDEN

On the beautiful tree-lined Unter den Linden, the most famous boulevard in Germany, and just off Wilhelmstrasse, the Berlin office of the International Mercantile Marine Company has an ideal location. Near it are the finest shops and hotels, the government buildings, the former royal palaces, now art galleries and museums, and other places of interest to the tourist. The interior of the office is particularly pleasing by reason of its walls and counters of handsomely grained polished walnut, and the mural paintings of places of interest in America, by one of Germany's well known artists



THE OCEAN FERRY



WHITE STAR LINE—RED STAR LINE ATLANTIC TRANSPORT LINE—WHITE STAR CANADIAN SERVICES LEYLAND LINE—PANAMA PACIFIC LINE

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

PASSENGER SAILINGS

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

From New York	From Southampton
Oct. 3 Olympic	Oct. 1
Oct. 10 Majestic	Oct. 8
Oct. 17 Homeric	Oct. 16
Oct. 24 Olympic	Oct. 22
Oct. 31 Majestic	Oct. 29
Nov. 7 Homeric	Nov. 5
Nov. 14 Olympic	Nov. 12
Nov. 21 Majestic	Nov. 19
Nov. 28 Homeric	Nov. 26
Dec. 5 Olympic	Dec. 3
Dec. 13 Majestic	Dec. 16
Dec. 27 Olympic	Dec. 31
Jan. 10 Majestic	Jan. 14
Jan. 30 Homeric	Jan. 21
Feb. 20 Majestic	Feb. 11
Mar. 13 Olympic	Mar. 4
Mar. 27 Majestic	Mar. 18
Apr. 3 Olympic	Mar. 25
Apr. 10 Homeric	Apr. 1
Apr. 17 Majestic	Apr. 8
Apr. 24 Olympic	Apr. 15
May 1 Homeric	Apr. 22
May 8 Majestic	Apr. 29

New York—Cobh—Liverpool

From New York	From Liverpool
Oct. 4 Adriatic	Oct. 4
Oct. 11 Britannic (New)	Oct. 11
Oct. 18 Baltic	Oct. 18
Oct. 25 Cedric	Oct. 25
Nov. 1 Adriatic	Nov. 1
Nov. 8 Britannic (New)	Nov. 8
Nov. 15 Baltic	Nov. 15
Nov. 22 Cedric	Nov. 22
Nov. 29 Adriatic	Nov. 29
Dec. 6† Albertic	Dec. 6
Dec. 13 Baltic	Dec. 13
Dec. 20 Cedric	Dec. 20
Jan. 3† Britannic (New)	Jan. 3
Jan. 10 Adriatic	Jan. 10
Jan. 17 Baltic	Jan. 17
Jan. 24† Albertic	Jan. 24
Jan. 31 Baltic	Jan. 31
Feb. 7 Cedric	Feb. 7
Feb. 14 Adriatic	Feb. 14
Feb. 21 Baltic	Feb. 21
Feb. 28 Cedric	Feb. 28
Mar. 6 Adriatic	Mar. 6
Mar. 13 Baltic	Mar. 13
Mar. 20 Cedric	Mar. 20
Mar. 27 Adriatic	Mar. 27
Apr. 3 Baltic	Apr. 3
Apr. 10 Cedric	Apr. 10
Apr. 17 Adriatic	Apr. 17
Apr. 24 Baltic	Apr. 24
Apr. 31 Cedric	Apr. 31
May 8 Adriatic	May 8
May 15 Baltic	May 15
May 22 Cedric	May 22
May 29 Adriatic	May 29
Jun. 5 Baltic	Jun. 5
Jun. 12 Cedric	Jun. 12
Jun. 19 Adriatic	Jun. 19
Jun. 26 Baltic	Jun. 26
Jul. 3 Cedric	Jul. 3
Jul. 10 Adriatic	Jul. 10
Jul. 17 Baltic	Jul. 17
Jul. 24 Cedric	Jul. 24
Jul. 31 Adriatic	Jul. 31
Aug. 7 Baltic	Aug. 7
Aug. 14 Cedric	Aug. 14
Aug. 21 Adriatic	Aug. 21
Aug. 28 Baltic	Aug. 28
Sep. 4 Cedric	Sep. 4
Sep. 11 Adriatic	Sep. 11
Sep. 18 Baltic	Sep. 18
Sep. 25 Cedric	Sep. 25
Oct. 2 Adriatic	Oct. 2
Oct. 9 Baltic	Oct. 9
Oct. 16 Cedric	Oct. 16
Oct. 23 Adriatic	Oct. 23
Oct. 30 Baltic	Oct. 30
Nov. 6 Cedric	Nov. 6
Nov. 13 Adriatic	Nov. 13
Nov. 20 Baltic	Nov. 20
Nov. 27 Cedric	Nov. 27
Dec. 4 Adriatic	Dec. 4
Dec. 11 Baltic	Dec. 11
Dec. 18 Cedric	Dec. 18
Dec. 25 Adriatic	Dec. 25
Jan. 1 Baltic	Jan. 1
Jan. 8 Cedric	Jan. 8
Jan. 15 Adriatic	Jan. 15
Jan. 22 Baltic	Jan. 22
Jan. 29 Cedric	Jan. 29
Feb. 5 Adriatic	Feb. 5
Feb. 12 Baltic	Feb. 12
Feb. 19 Cedric	Feb. 19
Feb. 26 Adriatic	Feb. 26
Mar. 5 Baltic	Mar. 5
Mar. 12 Cedric	Mar. 12
Mar. 19 Adriatic	Mar. 19
Mar. 26 Baltic	Mar. 26
Apr. 2 Cedric	Apr. 2
Apr. 9 Adriatic	Apr. 9
Apr. 16 Baltic	Apr. 16
Apr. 23 Cedric	Apr. 23
Apr. 30 Adriatic	Apr. 30
May 7 Baltic	May 7
May 14 Cedric	May 14
May 21 Adriatic	May 21
May 28 Baltic	May 28
Jun. 4 Cedric	Jun. 4
Jun. 11 Adriatic	Jun. 11
Jun. 18 Baltic	Jun. 18
Jun. 25 Cedric	Jun. 25
Jul. 2 Adriatic	Jul. 2
Jul. 9 Baltic	Jul. 9
Jul. 16 Cedric	Jul. 16
Jul. 23 Adriatic	Jul. 23
Jul. 30 Baltic	Jul. 30
Aug. 6 Cedric	Aug. 6
Aug. 13 Adriatic	Aug. 13
Aug. 20 Baltic	Aug. 20
Aug. 27 Cedric	Aug. 27
Sep. 3 Adriatic	Sep. 3
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Sep. 24 Adriatic	Sep. 24
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Nov. 26 Adriatic	Nov. 26
Dec. 3 Baltic	Dec. 3
Dec. 10 Cedric	Dec. 10
Dec. 17 Adriatic	Dec. 17
Dec. 24 Baltic	Dec. 24
Dec. 31 Cedric	Dec. 31
Jan. 7 Adriatic	Jan. 7
Jan. 14 Baltic	Jan. 14
Jan. 21 Cedric	Jan. 21
Jan. 28 Adriatic	Jan. 28
Feb. 4 Baltic	Feb. 4
Feb. 11 Cedric	Feb. 11
Feb. 18 Adriatic	Feb. 18
Feb. 25 Baltic	Feb. 25
Mar. 4 Cedric	Mar. 4
Mar. 11 Adriatic	Mar. 11
Mar. 18 Baltic	Mar. 18
Mar. 25 Cedric	Mar. 25
Apr. 1 Adriatic	Apr. 1
Apr. 8 Baltic	Apr. 8
Apr. 15 Cedric	Apr. 15
Apr. 22 Adriatic	Apr. 22
Apr. 29 Baltic	Apr. 29
May 6 Cedric	May 6
May 13 Adriatic	May 13
May 20 Baltic	May 20
May 27 Cedric	May 27
Jun. 3 Adriatic	Jun. 3
Jun. 10 Baltic	Jun. 10
Jun. 17 Cedric	Jun. 17
Jun. 24 Adriatic	Jun. 24
Jul. 1 Baltic	Jul. 1
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Sep. 23 Baltic	Sep. 23
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Oct. 14 Baltic	Oct. 14
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Oct. 28 Adriatic	Oct. 28
Nov. 4 Baltic	Nov. 4
Nov. 11 Cedric	Nov. 11
Nov. 18 Adriatic	Nov. 18
Nov. 25 Baltic	Nov. 25
Dec. 2 Cedric	Dec. 2
Dec. 9 Adriatic	Dec. 9
Dec. 16 Baltic	Dec. 16
Dec. 23 Cedric	Dec. 23
Dec. 30 Adriatic	Dec. 30
Jan. 6 Baltic	Jan. 6
Jan. 13 Cedric	Jan. 13
Jan. 20 Adriatic	Jan. 20
Jan. 27 Baltic	Jan. 27
Feb. 3 Cedric	Feb. 3
Feb. 10 Adriatic	Feb. 10
Feb. 17 Baltic	Feb. 17
Feb. 24 Cedric	Feb. 24
Mar. 2 Adriatic	Mar. 2
Mar. 9 Baltic	Mar. 9
Mar. 16 Cedric	Mar. 16
Mar. 23 Adriatic	Mar. 23
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May 18 Cedric	May 18
May 25 Adriatic	May 25
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Jun. 22 Baltic	Jun. 22
Jun. 29 Cedric	Jun. 29
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Jul. 13 Baltic	Jul. 13
Jul. 20 Cedric	Jul. 20
Jul. 27 Adriatic	Jul. 27
Aug. 3 Baltic	Aug. 3
Aug. 10 Cedric	Aug. 10
Aug. 17 Adriatic	Aug. 17
Aug. 24 Baltic	Aug. 24
Aug. 31 Cedric	Aug. 31
Sep. 7 Adriatic	Sep. 7
Sep. 14 Baltic	Sep. 14
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Sep. 28 Adriatic	Sep. 28
Oct. 5 Baltic	Oct. 5
Oct. 12 Cedric	Oct. 12
Oct. 19 Adriatic	Oct. 19
Oct. 26 Baltic	Oct. 26
Nov. 2 Cedric	Nov. 2
Nov. 9 Adriatic	Nov. 9
Nov. 16 Baltic	Nov. 16
Nov. 23 Cedric	Nov. 23
Nov. 30 Adriatic	Nov. 30
Dec. 7 Baltic	Dec. 7
Dec. 14 Cedric	Dec. 14
Dec. 21 Adriatic	Dec. 21
Dec. 28 Baltic	Dec. 28
Jan. 4 Cedric	Jan. 4
Jan. 11 Adriatic	Jan. 11
Jan. 18 Baltic	Jan. 18
Jan. 25 Cedric	Jan. 25
Feb. 1 Adriatic	Feb. 1
Feb. 8 Baltic	Feb. 8
Feb. 15 Cedric	Feb. 15
Feb. 22 Adriatic	Feb. 22
Feb. 29 Baltic	Feb. 29
Mar. 6 Cedric	Mar. 6
Mar. 13 Adriatic	Mar. 13
Mar. 20 Baltic	Mar. 20
Mar. 27 Cedric	Mar. 27
Apr. 3 Adriatic	Apr. 3
Apr. 10 Baltic	Apr. 10
Apr. 17 Cedric	Apr. 17
Apr. 24 Adriatic	Apr. 24
May 1 Baltic	May 1
May 8 Cedric	May 8
May 15 Adriatic	May 15
May 22 Baltic	May 22
May 29 Cedric	May 29
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Jul. 24 Baltic	Jul. 24
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Sep. 11 Cedric	Sep. 11
Sep. 18 Adriatic	Sep. 18
Sep. 25 Baltic	Sep. 25
Oct. 2 Cedric	Oct. 2
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Oct. 16 Baltic	Oct. 16
Oct. 23 Cedric	Oct. 23
Oct. 30 Adriatic	Oct. 30
Nov. 6 Baltic	Nov. 6
Nov. 13 Cedric	Nov. 13
Nov. 20 Adriatic	Nov. 20
Nov. 27 Baltic	Nov. 27
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Jan. 15 Cedric	Jan. 15
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Jan. 29 Baltic	Jan. 29
Feb. 5 Cedric	Feb. 5
Feb. 12 Adriatic	Feb. 12
Feb. 19 Baltic	Feb. 19
Feb. 26 Cedric	Feb. 26
Mar. 4 Adriatic	Mar. 4
Mar. 11 Baltic	Mar. 11
Mar. 18 Cedric	Mar. 18
Mar. 25 Adriatic	Mar. 25
Apr. 1 Baltic	Apr. 1
Apr. 8 Cedric	Apr. 8
Apr. 15 Adriatic	Apr. 15
Apr. 22 Baltic	Apr. 22
Apr. 29 Cedric	Apr. 29
May 6 Adriatic	May 6
May 13 Baltic	May 13
May 20 Cedric	May 20
May 27 Adriatic	May 27
Jun. 3 Baltic	Jun. 3
Jun. 10 Cedric	Jun. 10
Jun. 17 Adriatic	Jun. 17
Jun. 24 Baltic	Jun. 24
Jul. 1 Cedric	Jul. 1
Jul. 8 Adriatic	Jul. 8
Jul. 15 Baltic	Jul. 15
Jul. 22 Cedric	Jul. 22
Jul. 29 Adriatic	Jul. 29
Aug. 5 Baltic	Aug. 5
Aug. 12 Cedric	Aug. 12
Aug. 19 Adriatic	Aug. 19
Aug. 26 Baltic	Aug. 26
Sep. 2 Cedric	Sep. 2
Sep. 9 Adriatic	Sep. 9
Sep. 16 Baltic	Sep. 16
Sep. 23 Cedric	Sep. 23
Sep. 30 Adriatic	Sep. 30
Oct. 7 Baltic	Oct. 7
Oct. 14 Cedric	Oct. 14
Oct. 21 Adriatic	Oct. 21
Oct. 28 Baltic	Oct. 28
Nov. 4 Cedric	Nov. 4
Nov. 11 Adriatic	Nov. 11
Nov. 18 Baltic	Nov. 18
Nov. 25 Cedric	Nov. 25
Dec. 2 Adriatic	Dec. 2
Dec. 9 Baltic	Dec. 9
Dec. 16 Cedric	Dec. 16
Dec. 23 Adriatic	Dec. 23
Dec. 30 Baltic	Dec. 30
Jan. 6 Cedric	Jan. 6
Jan. 13 Adriatic	Jan. 13
Jan. 20 Baltic	Jan. 20
Jan. 27 Cedric	Jan. 27
Feb. 3 Adriatic	Feb. 3
Feb. 10 Baltic	Feb. 10
Feb. 17 Cedric	Feb. 17
Feb. 24 Adriatic	Feb. 24
Mar. 2 Baltic	Mar. 2
Mar. 9 Cedric	Mar. 9
Mar. 16 Adriatic	Mar. 16
Mar. 23 Baltic	Mar. 23
Mar. 30 Cedric	Mar. 30
Apr. 6 Adriatic	Apr. 6
Apr. 13 Baltic	Apr. 13
Apr. 20 Cedric	Apr. 20
Apr. 27 Adriatic	Apr. 27
May 4 Baltic	May 4
May 11 Cedric	May 11
May 18 Adriatic	May 18
May 25 Baltic	May 25
Jun. 1 Cedric	Jun. 1
Jun. 8 Adriatic	Jun. 8
Jun. 15 Baltic	Jun. 15
Jun. 22 Cedric	Jun. 22
Jun. 29 Adriatic	Jun. 29
Jul. 6 Baltic	Jul. 6
Jul. 13 Cedric	Jul. 13
Jul. 20 Adriatic	Jul. 20
Jul. 27 Baltic	Jul. 27
Aug. 3 Cedric	Aug. 3
Aug. 10 Adriatic	Aug. 10
Aug. 17 Baltic	Aug. 17
Aug. 24 Cedric	Aug. 24
Aug. 31 Adriatic	Aug. 31
Sep. 7 Baltic	Sep. 7
Sep. 14 Cedric	Sep. 14
Sep. 21 Adriatic	Sep. 21
Sep. 28 Baltic	Sep. 28
Oct. 5 Cedric	Oct. 5
Oct. 12 Adriatic	Oct. 12
Oct. 19 Baltic	Oct. 19
Oct. 26 Cedric	Oct. 26
Nov. 2 Adriatic	Nov. 2
Nov. 9 Baltic	Nov. 9
Nov. 16 Cedric	Nov. 16
Nov. 23 Adriatic	Nov. 23
Nov. 30 Baltic	Nov. 30
Dec. 7 Cedric	Dec. 7
Dec. 14 Adriatic	Dec. 14
Dec. 21 Baltic	Dec. 21
Dec. 28 Cedric	Dec. 28
Jan. 4 Adriatic	Jan. 4
Jan. 11 Baltic	Jan. 11
Jan. 18 Cedric	Jan. 18
Jan. 25 Adriatic	Jan. 25
Feb. 1 Baltic	Feb. 1
Feb. 8 Cedric	Feb. 8
Feb. 15 Adriatic	Feb. 15
Feb. 22 Baltic	Feb. 22
Feb. 29 Cedric	Feb. 29
Mar. 6 Adriatic	Mar. 6
Mar. 13 Baltic	Mar. 13
Mar. 20 Cedric	Mar. 20
Mar. 27 Adriatic	Mar. 27
Apr. 3 Baltic	Apr. 3
Apr. 10 Cedric	Apr. 10
Apr. 17 Adriatic	Apr. 17
Apr. 24 Baltic	Apr. 24
May 1 Cedric	May 1
May 8 Adriatic	May 8
May 15 Baltic	May 15
May 22 Cedric	May 22
May 29 Adriatic	May 29
Jun. 5 Baltic	Jun. 5
Jun. 12 Cedric	Jun. 12
Jun. 19 Adriatic	Jun. 19
Jun. 26 Baltic	Jun. 26
Jul. 3 Cedric	Jul. 3
Jul. 10 Adriatic	Jul. 10
Jul. 17 Baltic	Jul. 17
Jul. 24 Cedric	Jul. 24
Jul. 31 Adriatic	Jul. 31
Aug. 7 Baltic	Aug. 7
Aug. 14 Cedric	Aug. 14
Aug. 21 Adriatic	Aug. 21
Aug. 28 Baltic	Aug. 28
Sep. 4 Cedric	Sep. 4
Sep. 11 Adriatic	Sep. 11
Sep. 18 Baltic	Sep. 18
Sep. 25 Cedric	Sep. 25
Oct. 2 Adriatic	Oct. 2
Oct. 9 Baltic	Oct. 9
Oct. 16 Cedric	Oct. 16
Oct. 23 Adriatic	Oct. 23
Oct. 30 Baltic	Oct. 30
Nov. 6 Cedric	Nov. 6
Nov. 13 Adriatic	Nov. 13
Nov. 20 Baltic	Nov. 20
Nov. 27 Cedric	Nov. 27
Dec. 4 Adriatic	Dec. 4
Dec. 11 Baltic	Dec. 11
Dec. 18 Cedric	Dec. 18
Dec. 25 Adriatic	Dec. 25
Jan. 1 Baltic	Jan. 1
Jan. 8 Cedric	Jan. 8
Jan. 15 Adriatic	Jan. 15
Jan. 22 Baltic	Jan. 22
Jan. 29 Cedric	Jan. 29
Feb. 5 Adriatic	Feb. 5
Feb. 12 Baltic	Feb. 12
Feb. 19 Cedric	Feb. 19
Feb. 26 Adriatic	Feb. 26
Mar. 4 Baltic	Mar. 4
Mar. 11 Cedric	Mar. 11
Mar. 18 Adriatic	Mar. 18
Mar. 25 Baltic	Mar. 25
Apr. 1 Cedric	Apr. 1
Apr. 8 Adriatic	Apr. 8
Apr. 15 Baltic	Apr. 15
Apr. 22 Cedric	Apr. 22
Apr. 29 Adriatic	Apr. 29
May 6 Baltic	May 6
May 13 Cedric	May 13
May 20 Adriatic	May 20
May 27 Baltic	May 27
Jun. 3 Cedric	Jun. 3
Jun. 10 Adriatic	Jun. 10