

WHITE STAR LINE.



Royal & United States MAIL STEAMERS.

LIVERPOOL	-	NEW YORK
LIVERPOOL -	-	- BOSTON
LIVERPOOL -	-	- AUSTRALIA
LONDON -	-	- NEW ZEALAND
NEW YORK		MEDITERRANEAN
BOSTON -		MEDITERRANEAN

WHITE STAR FLEET.

AMERICAN SERVICES.

MAIL AND PASSENGER STEAMERS.

NEW YORK.

	TONS.		TONS.
OCEANIC, Twin-Screw ..	17,274	BALTIC, Twin-Screw	24,000
MAJESTIC, ..	10,000	CEDRIC,	21,000
TEUTONIC, ..	10,000	CELTIC,	21,000
CRETIC, ..	13,507	ADRIATIC (Building)	24,500

BOSTON.

	TONS.		TONS.
ARABIC, Twin-Screw	15,801	CANOPIC, Twin-Screw ..	12,096
REPUBLIC,	15,378	ROMANIC,	11,394

The two largest Vessels in the Boston Trade.

CYMRIC, Twin-Screw 13,096 Tons.

CARGO AND LIVE STOCK STEAMERS.

GEORGIC, Twin-Screw ..	10,077 Tons.	CEVIC, Twin-Screw ..	8,301 Tons.
BOVIC, Twin-Screw	6,583 Tons.		

COLONIAL SERVICES.

NEW ZEALAND.

	TONS.		TONS.
ATHENIC, Twin-Screw	12,234	GOTHIC, Twin-Screw	7,755
CORINTHIC, ..	12,231	DELPHIC,	8,273
IONIC, ..	12,234		

The three
largest
Vessels in
the New
Zealand
trade.

AUSTRALIA.

	TONS.		TONS.
AFRIC, Twin-Screw	11,948	RUNIC, Twin-Screw	12,482
MEDIC,	11,984	SUEVIC,	12,500

PERSIC, Twin-Screw 11,974 Tons.

The largest Vessels sailing from the United Kingdom in the Australian Trade.

CUFIC, Twin-Screw ..	8,200 Tons.	TROPIC, Twin-Screw ..	8,200 Tons.
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TENDERS.

PASSENGER.	BAGGAGE.
MAGNETIC, Twin-Screw .. 619 Tons.	PONTIC 395 Tons.



WEST END OFFICES, LONDON.

Courtesy of the Gjenvick-Gjønvik Archives (Steamships.org)

The SERVICES and CONNECTIONS of the WHITE STAR LINE encircle the GLOBE.

The PASSENGER SERVICES of the WHITE STAR LINE are maintained entirely by TWIN SCREW STEAMERS, including "OCEANIC," "MAJESTIC," and "TEUTONIC," which are AMONG THE FASTEST STEAMERS in the World, "BALTIC," 24,000 tons, "CEDRIC" and "CELTIC," each 21,000 tons, THREE of the LARGEST BRITISH STEAMERS AFLOAT. "ARABIC" and "REPUBLIC" are the LARGEST, FASTEST, AND FINEST STEAMERS sailing to BOSTON.

White Star Line.

SERVICES.

Liverpool—New York (Passenger and Cargo).

Liverpool—New York (Cargo and Live Stock).

Liverpool—Boston (Passenger and Cargo).

Liverpool—South Africa (Passenger).

Liverpool—Australia (Passenger and Cargo).

Liverpool—Australia (Cargo).

Liverpool—New Zealand (Cargo).

London—South Africa—New Zealand.

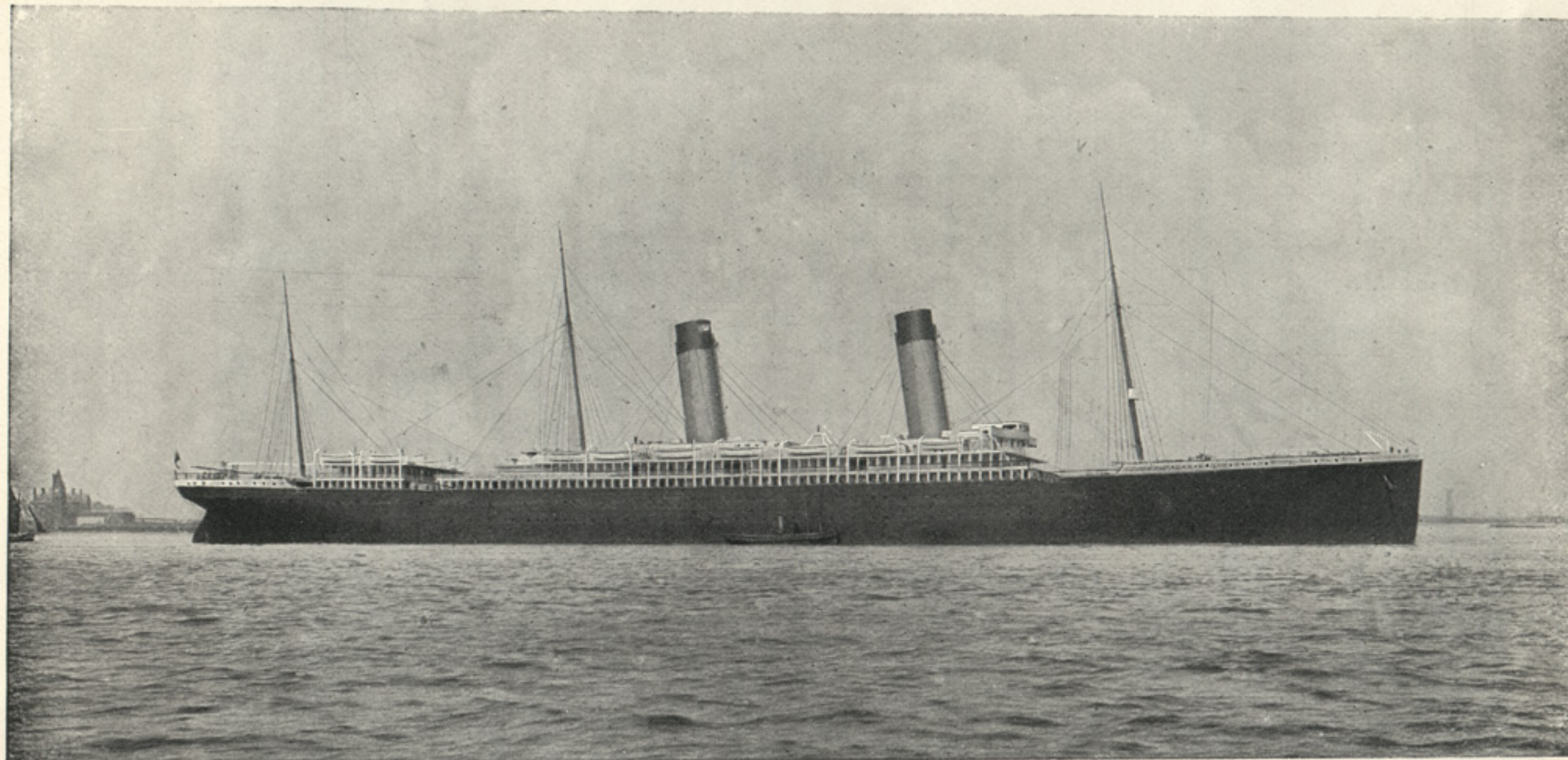
(Joint Service with Shaw, Savill & Albion Co. Ltd.)
(Passenger and Cargo).

New York—Mediterranean

(Passenger and Cargo).

Boston—Mediterranean

(Passenger and Cargo).



R.M.S. "OCEANIC," TWIN-SCREW, 17,274 TONS.



INTERIOR RIVERSIDE STATION, LIVERPOOL.

White Star Line



EVENTS have indeed moved rapidly in the history of the WHITE STAR LINE, which, founded no earlier than 1869, now owns 30 steamers (28 are fitted with twin screws), aggregating well over 350,000 tons. But although this constitutes it one of the largest shipping organizations in the world, there are other features of equal interest connected with the White Star Line which have always attracted the favourable attention of travellers. As is generally known, the average tonnage per steamer of its fleet is greater than that of any other Company ; and this superiority is not to be attributed merely to the possession of three of the largest vessels afloat, the “ **Baltic**,” 24,000 tons, the “ **Cedric**,” and “ **Celtic** ” each 21,000 tons, and the famous “ **Oceanic**,” 17,274 tons, but to the fact that among the steamers comprising the White Star fleet there are, in addition to these, no fewer than 18 vessels each over 10,000 tons gross register. Other features to be noted are that all the services of the Line are maintained by twin-screw steamers, built exclusively by the renowned firm of Harland & Wolff, Belfast ; and that the Marconi Wireless System of Telegraphy is installed on the New York Passenger Steamers.

The White Star Line, moreover, has always made it a point to be satisfied with nothing less than the highest standard of excellence as regards its arrange-

ments for the comfort of travellers. That its efforts have been duly appreciated is apparent when we learn that the White Star Line, during the years 1904 and 1905, carried a larger number of First Class passengers to New York than any other Atlantic Line.

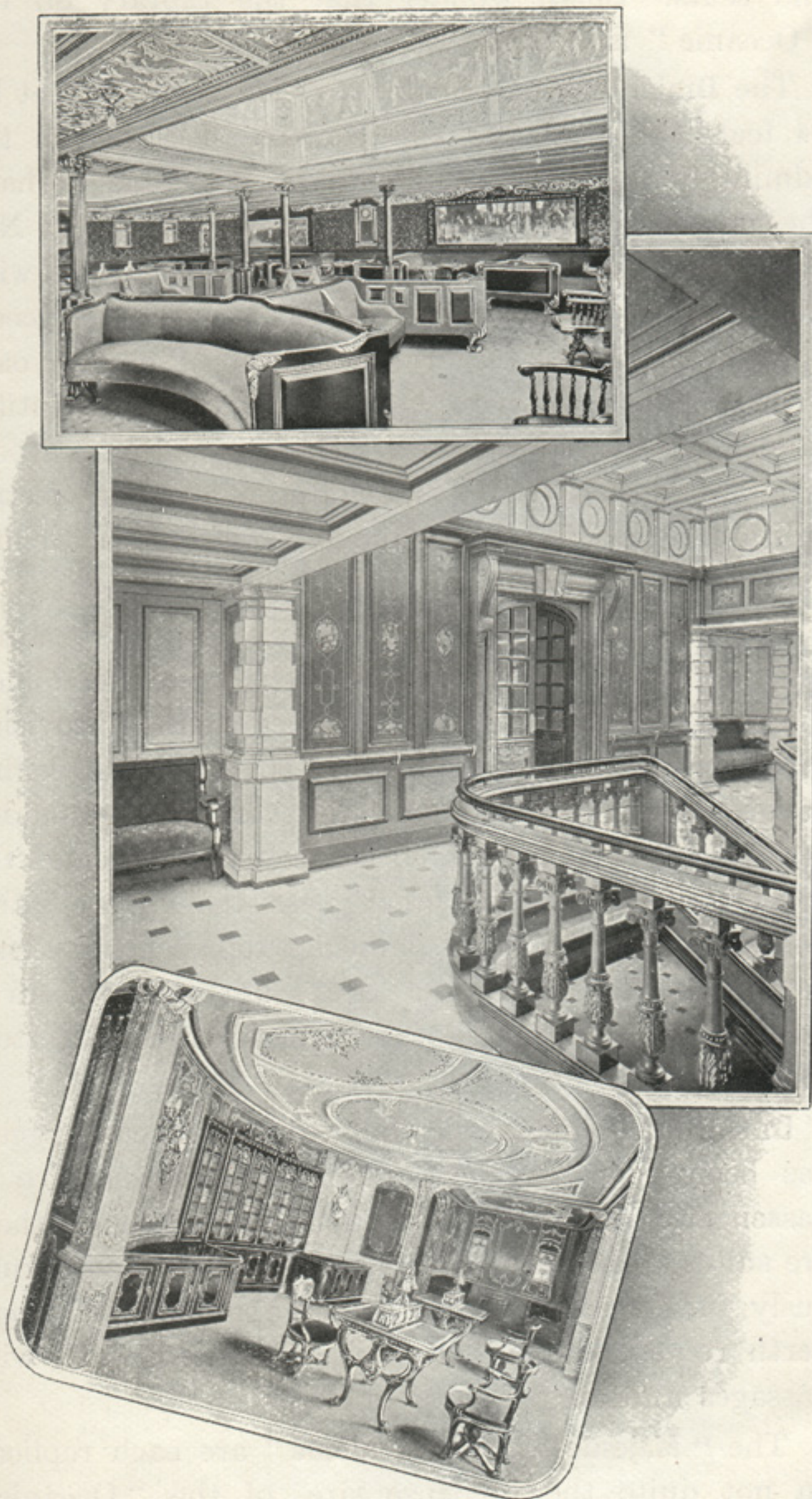
The accompanying illustrations represent a few of the well known Liners of the fleet, and we take the opportunity to here refer to the principal features likely to interest the travelling public. It has been seen that the "Oceanic" is 17,274 tons gross register ; her great length (704 feet over all), and breadth (68 feet), have given an opportunity for arranging passenger accommodation at once spacious, airy, and exceptionally comfortable. The decorations of some of the principal apartments and staircase, designed by the eminent architect, Mr. R. Norman Shaw, R.A., are in every way excellent, indeed the artistic taste displayed throughout has been universally admired.

To begin with the **Library**, which, situated on the promenade deck, is 53 feet long by 40 feet wide. A truly handsome apartment is this. Entering by lofty folding doors of mahogany, the visitor finds himself in a bay or recess—one of seven grouped round the apartment—the other six forming cosy



R.M.S. "OCEANIC," FIRST CLASS DINING SALOON, SHOWING DOME.

corners adapted for reading and conversation ; at the further end the room is bounded by a graceful curve or alcove, in which the book-cases form the central feature. Then the octagonal skylight, with



R.M.S. "OCEANIC" FIRST CLASS SMOKE ROOM,
ENTRANCE TO LIBRARY, AND LIBRARY

its graceful arches rising to a height of over 12 feet from the floor ; and the treatment of the ceiling in broad panels, with scroll ornaments in low relief, gilt

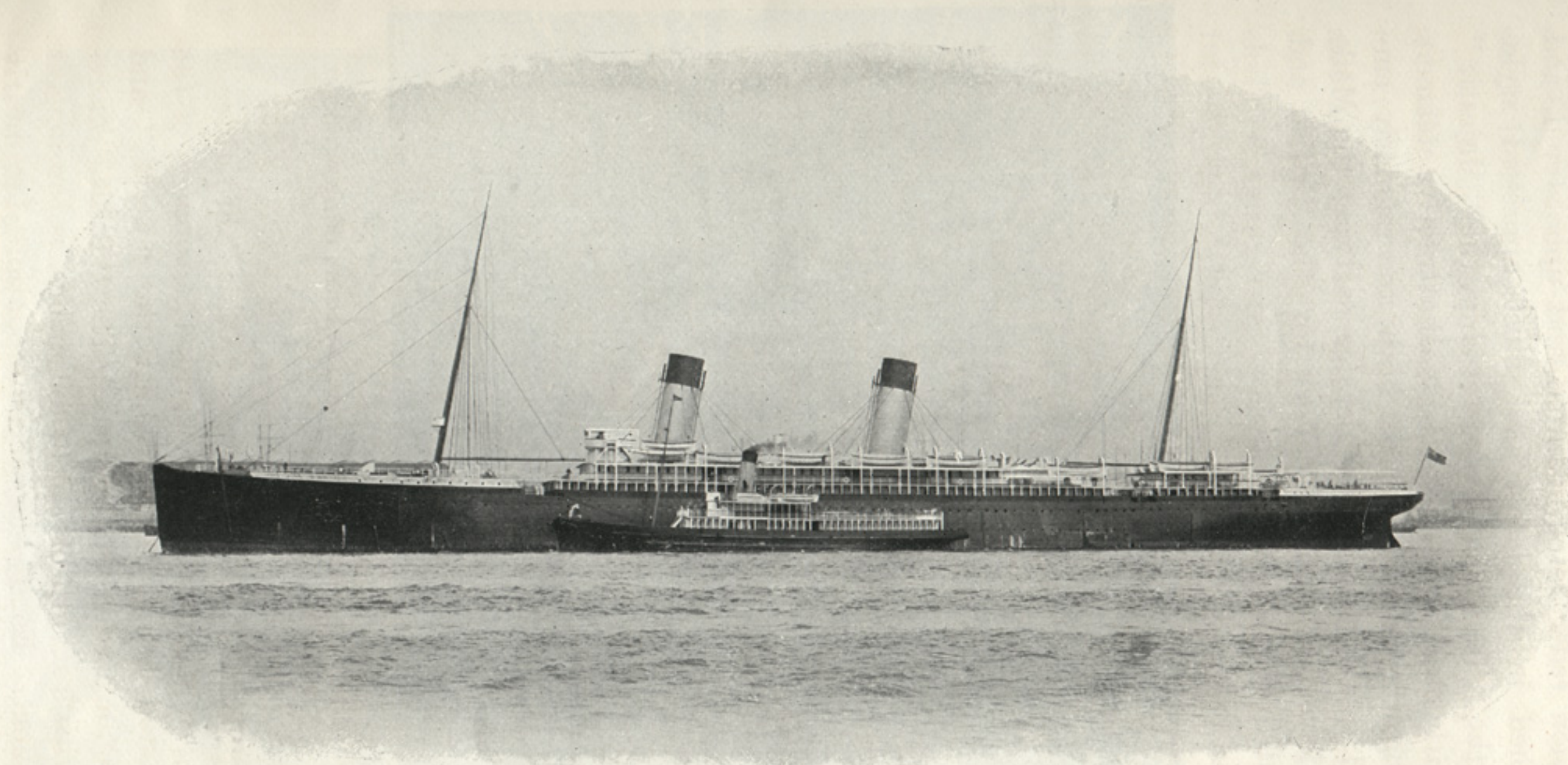
upon a white ground ; and the dainty decoration of the sliding shutters of the ports—all these, whilst charming in themselves, are a delightful contrast to the dark mahogany of the tables, book-cases, chairs and seats. Small wonder that the Library on the “ Oceanic ” is a favourite resort.

The **Dining Saloon**, which has a length of 80 feet by 64 feet, and will seat 358 persons, possesses in the admirably painted decorations of its dome perhaps the most notable artistic feature in the ship. Nor must the ceiling panelled out in deep coffers, with richly gilt cored mouldings in them, pass unnoticed ; nor yet again the handsome screen of carved oak, with its panels of glass defended by rows of beautiful candelabra-shaped columns. The carpets, Khiva pattern, are woven from old examples, and the electric lighting is entirely from above, i.e. from the ceiling panels and from the ribs of the dome.

The **Smoking Room** is entered through a very handsome doorway, and is surmounted by two large domes, the tops of which are wagon-shaped, with a provision to allow the escape of overheated air. The ceiling of this room is formed of delicately carved and moulded ribs, with the members enriched with gold, and the general effect has been greatly assisted by the introduction of a series of oil paintings representing scenes in the life of Columbus. Seats are arranged in a series of bays all round the room, with large settees in the centre.

In the **State Rooms** all that experience can suggest has been done for the comfort and convenience of passengers. Many on the upper decks, where there are suites with bathrooms, are elaborately and luxuriously furnished. There is a large number of single berth rooms, and all are well ventilated, with wide passages affording facility of access.

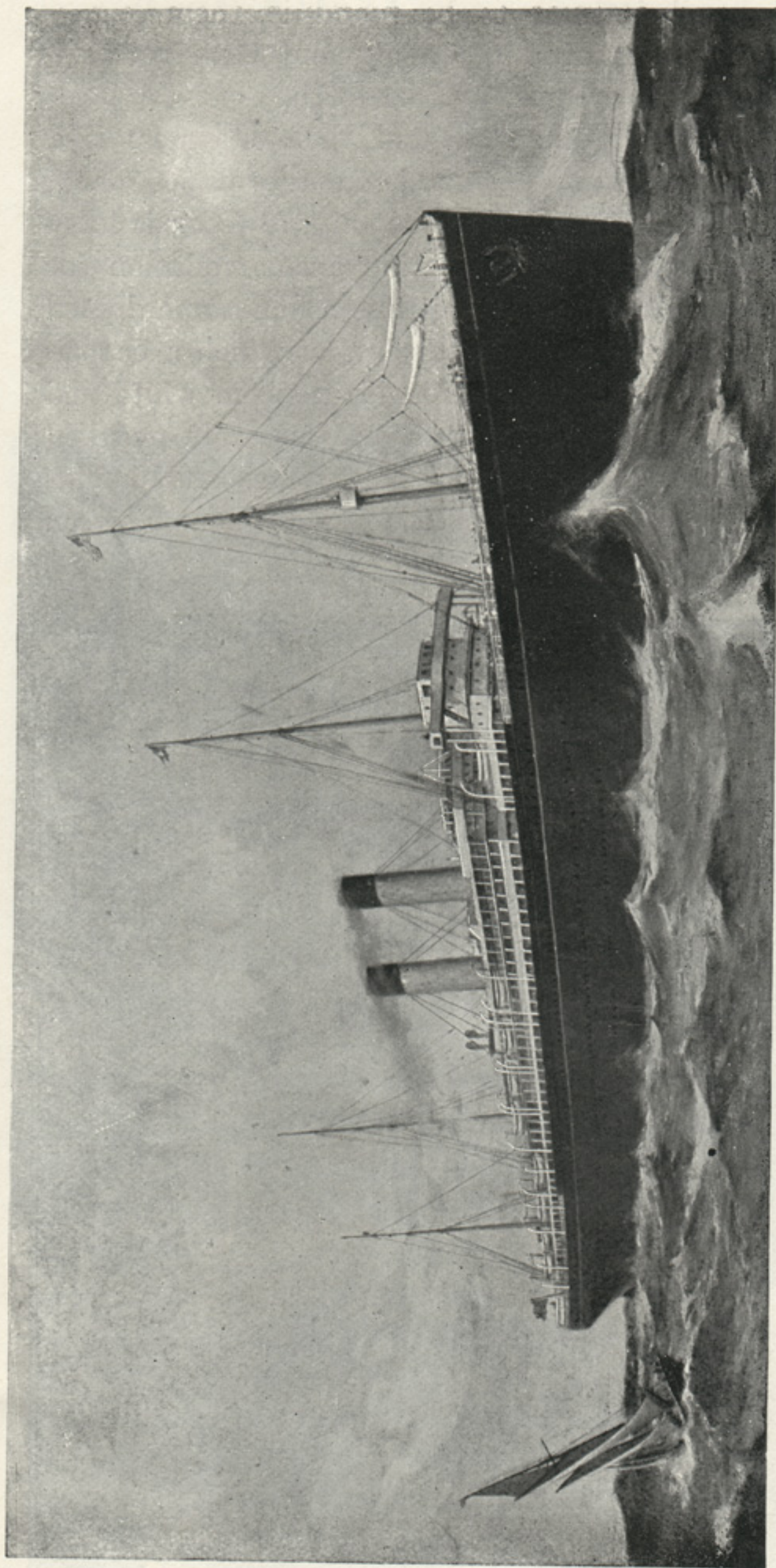
The “ **Majestic** ” and “ **Teutonic** ” are each replicas, on not quite the immense size, of the “ Oceanic,” and equal that steamer in combined comfort and luxury. The former has recently been renovated, the Library having been enlarged, and a new dome of handsome design fitted over the First Class Dining Saloon ; whilst in addition to an increase in the num-



R.M.S. "MAJESTIC," TWIN-SCREW, 10,000 TONS.

the tables, and altogether the Dining Saloon is an exceptionally imposing feature of the ship.

We almost feel inclined to call the Library the Ladies'



R.M.S. "CEDRIC" AND "CELTIC," TWIN-SCREW, EACH 21,000 TONS, TWO OF THE LARGEST VESSELS IN THE WORLD.

AFTER THE PAINTING BY C. M. PADDAY.

Room, as everything calculated to conduce to their comfort appears to have been provided here—a book-case containing a well-selected assortment of books—

elegant and completely equipped writing tables, and comfortable settees. The parquetry floor is covered with a rich pile carpet, and the large square windows are fitted with stained glass draw panels and jalousies.



R.M.S. "CEDRIC," AND "CELTIC,"
FIRST CLASS LIBRARY, AND SMOKE ROOM.

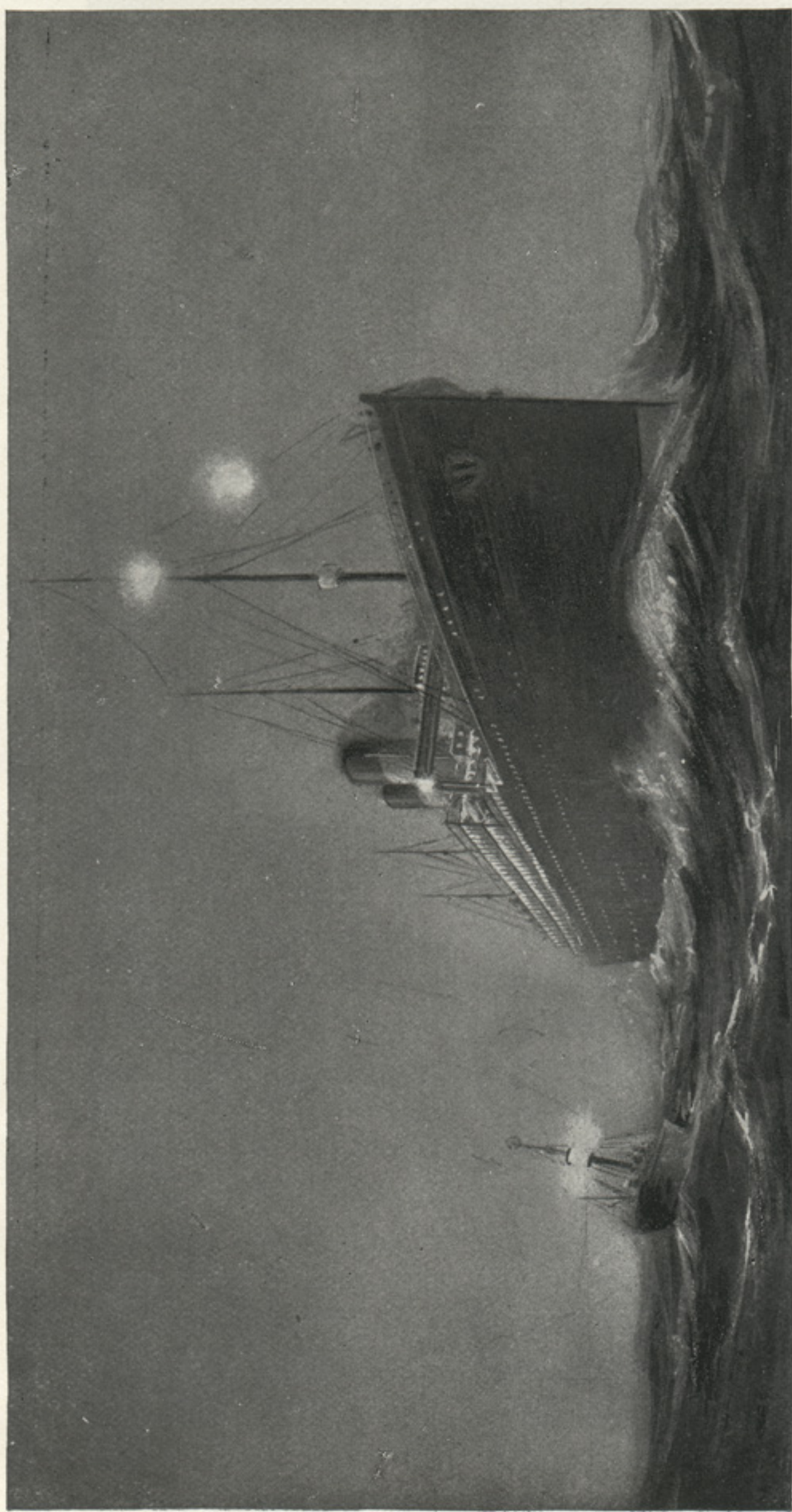


R.M.S. "CEDRIC" AND "CELTIC," A FIRST CLASS STATE ROOM.

An ideal lounge is the **Smoking Room**—at once spacious and luxuriously appointed. The walls are covered with embossed leather in a rich and handsome pattern, and the arm-chairs and settees, similar to those in the "Oceanic," are as cosy and comfortable as could be wished.

Before passing on to a description of the Boston service some reference may be made to the new steamer "**Adriatic**," now on the stocks at Belfast. An extraordinary amount of interest has been awakened on both sides of the Atlantic in regard to this vessel, which is expected to take her place in the Liverpool and New York Mail and Passenger service early next year. In some respects the "Adriatic" will resemble the "Baltic," but her tonnage and speed will both be greater, whilst everything that the combined experience and foresight of builders and owners can devise for the comfort of passengers will be found on this latest monarch of the ocean.

WE now give some description of the BOSTON SERVICE of the White Star Line, which comprises the largest and fastest vessels in

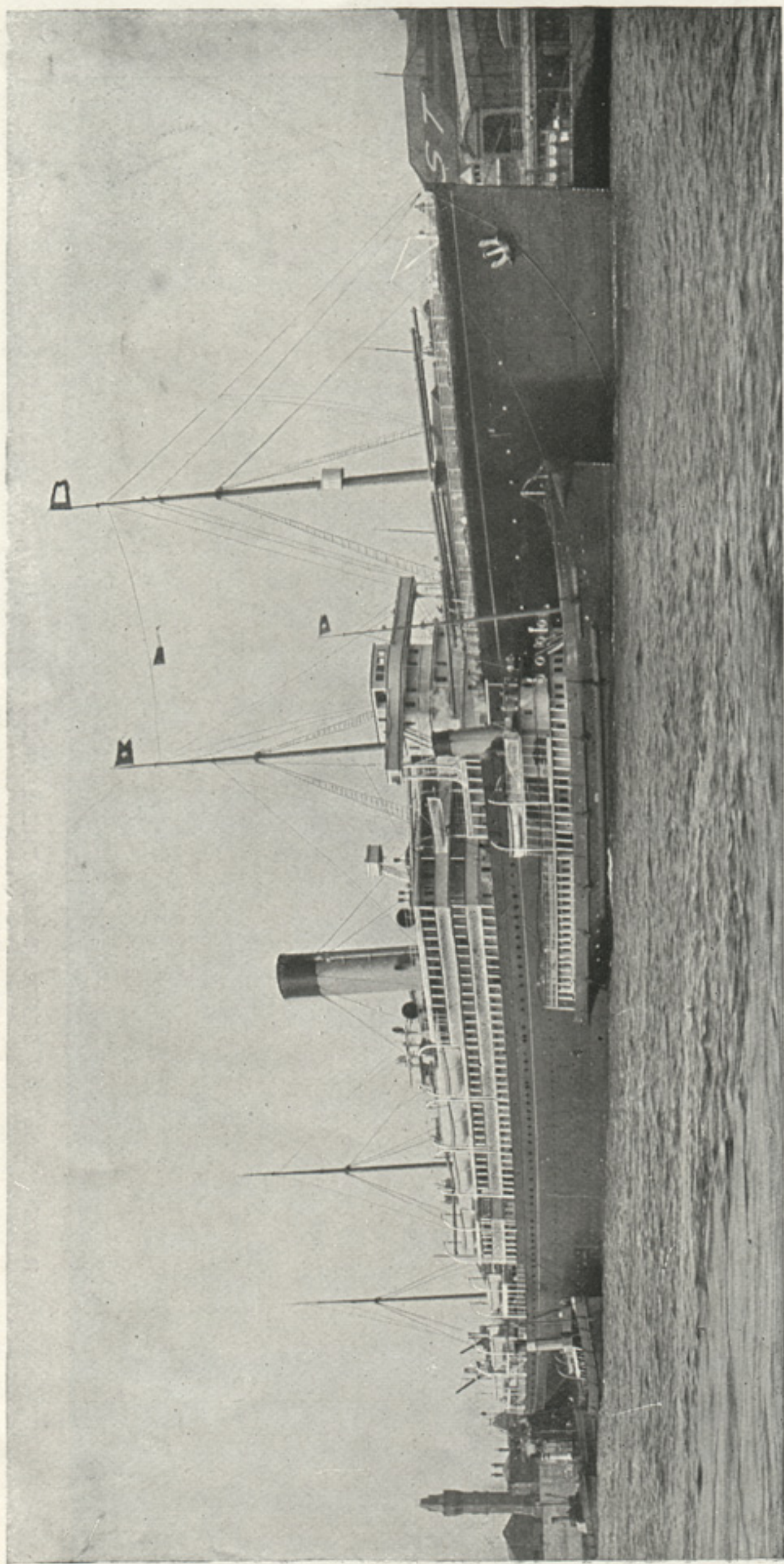


R.M.S. "BAL TIC," 24,000 TONS. THE LONGEST VESSEL IN THE WORLD.

AFTER THE PAINTING BY NORMAN WILKINSON.

this trade. The new twin screw steamers "Arabic," 15,800 tons, and "Republic," 15,400 tons, will com-

pare with anything afloat in the beauty and comfort of their passenger accommodation.



R.M.S. "ARABIC," TWIN-SCREW, 15,800 TONS—THE LARGEST AND FASTEST STEAMER IN THE BOSTON TRADE.

The Dining Saloon of the "Arabic," which is on the upper deck forward, and extends the full width of the ship, can seat 250 passengers. The wainscoting

design of the room is very effective and rich, being in polished oak and walnut with lyncrusta panels, and the decorator's art has succeeded in producing the



R.M.S. "ARABIO," FIRST CLASS SMOKE-ROOM, AND LIBRARY.



R.M.S. "ARABIC," FIRST CLASS DINING SALOON

same sense of cheeriness here as is so distinctive a feature of other White Star interiors.

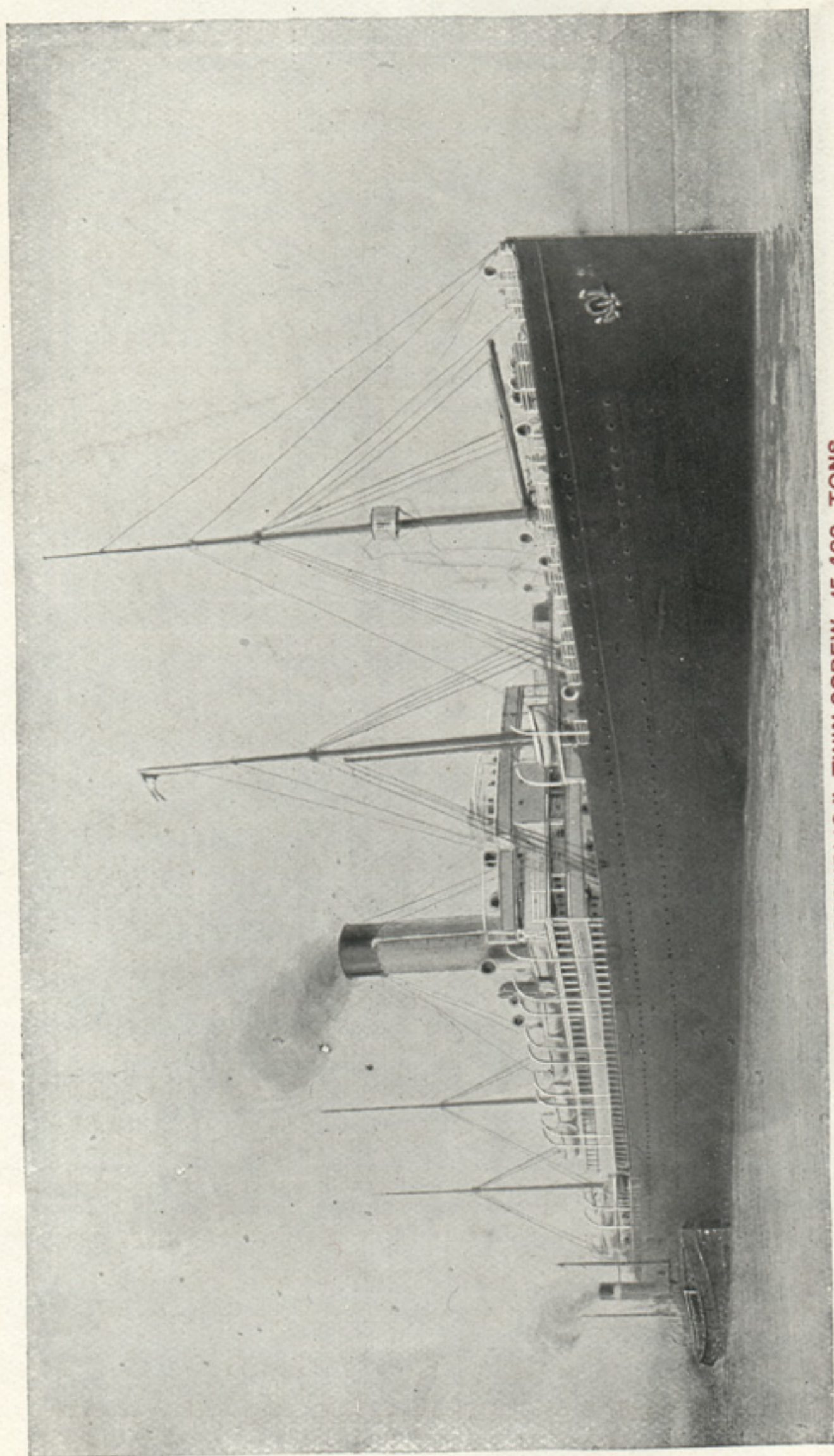
A very beautiful room is the **Library**, a view of which is reproduced. The ceiling and frieze are in cream and gold lyncrusta, the sides being of light coloured polished oak, handsomely panelled and relieved with carving.

The floor is of parquetry, covered with rich Axminster runners, and easy couches and settees abound. The neat Chippendale writing tables commend themselves to penmen and penwomen, who will alike be glad to dispatch to their friends one or more of the series of picture postcards, the originals of which were specially painted for the White Star Line by the eminent water colour artist, Charles Dixon, R.I.

The **Smoke Room**, too, well merits a few words of description. It is strikingly wainscoted, the panels being in bronzed lyncrusta, with dark-coloured hardwood reliefs. The ceiling is white and gold, and a large skylight surmounts the centre of the room, which will rank with anything provided afloat for devotees of "My Lady Nicotine."

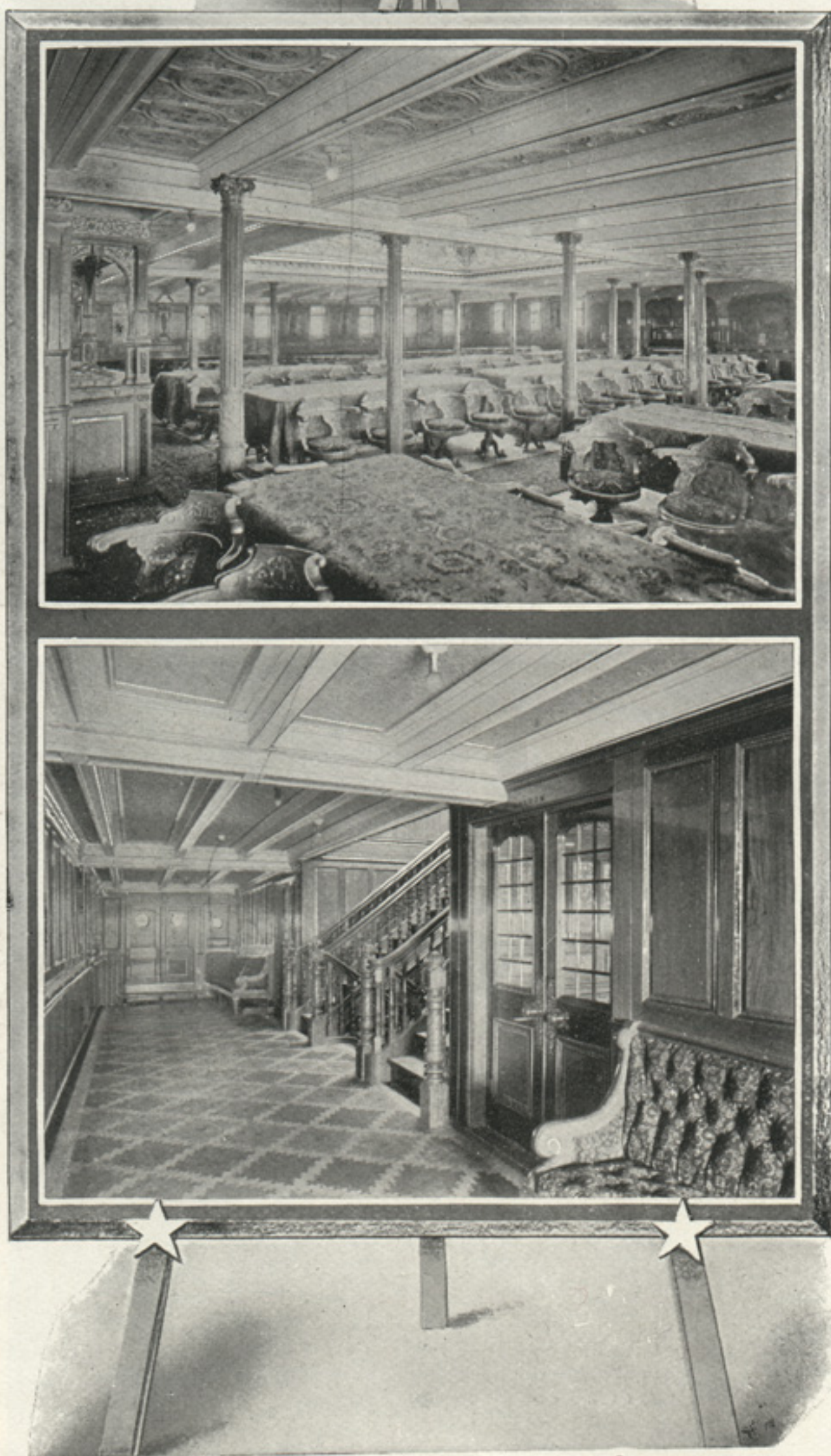
And the sleeping accommodation is no less luxurious. It will suffice to say that it harmonises with the state rooms in the premier steamers of the New

York Service of the Company. The heating generally is by means of steam pipes, but in all the First Class Staterooms on the promenade and upper promenade



R.M.S. "REPUBLIC," TWIN-SCREW, 15,400 TONS.

decks (which constitute the bulk of the First Class Passenger accommodation), electrical heaters are provided, and these are under the control of the occupant—an obvious advantage.



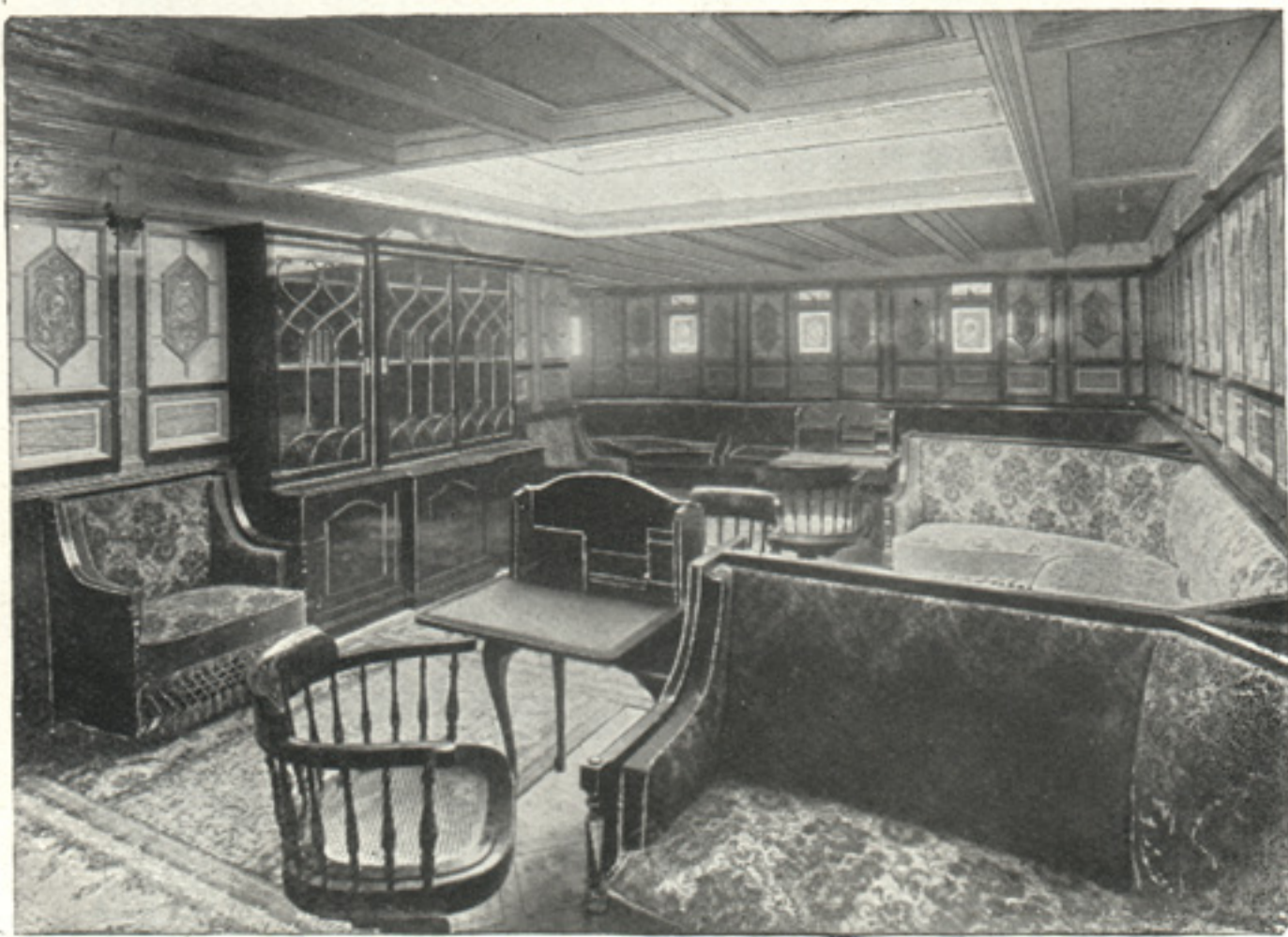
R.M.S. "REPUBLIC," FIRST CLASS DINING SALOON,
AND ENTRANCE TO DINING SALOON.

The "Republic," too, calls for more than passing notice. The Dining Saloon is a spacious, well-furnished room, having seating accommodation for no fewer than 200 passengers. The wainscoting of the apart-

ment is in polished hard woods, light in colour, whilst the upholstery is of rich texture, and a special feature of the Saloon is its handsome dome. The wood carvings, too, add much to its artistic appearance



R.M.S. "REPUBLIC," FIRST CLASS LIBRARY, AND LOUNGE.

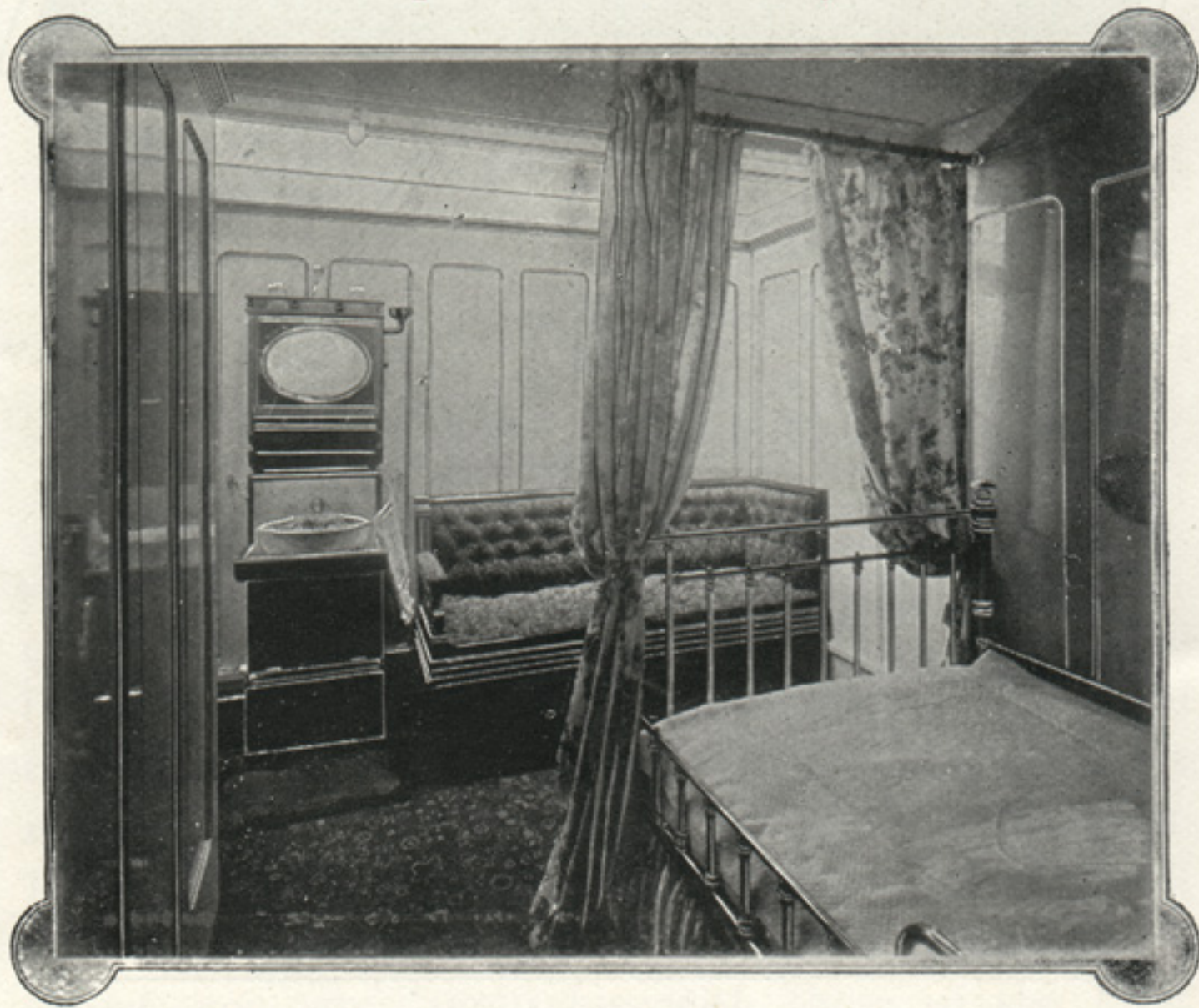


R.M.S. " ROMANIC," FIRST CLASS DINING SALOON, AND LIBRARY.

The other public rooms of this fine steamer are proportionately capacious and comfortable. The Library calls for special mention ; with its well stocked book-cases and luxurious chairs and settees, it is indeed a veritable " Temple of Rest " to those who seek a quiet nook to con the latest work of a favourite author. But, however tempting it may be, the old voyager

will perhaps say he wishes for nothing more cosy than the **Smoke Room** ; nor can the taste of such an one be impugned, as everything that experience can devise for the smoker's comfort is here apparent.

A notable feature of the steamer is the **Lounge**, always in great request in wet weather. Situated on the promenade deck it is peculiarly the ladies' domain, giving place to no other apartment in the cheeriness of its aspect. The remaining steamers (all of great tonnage and fitted with twin screws) which aid to form the Boston Service, are the "**Canopic**," "**Romanic**," and "**Cymric**." The "**Arabic**," it may be mentioned, holds the record for the fastest passage between Queenstown and Boston, and Boston and Queenstown. These five steamers with the "**Cretic**" also help to constitute the new White Star Services from Boston and New York to the Mediterranean, and it may be mentioned that they average 13,600 tons each, and all are thus amongst the largest vessels afloat. During the winter months, when the volume of passenger traffic is diverted to the South Atlantic, the "**Cedric**" and "**Celtic**" are also engaged in the Mediterranean service. The vast size of these famous steamers has been a source of much interest to the inhabitants of the ports at which they touch.

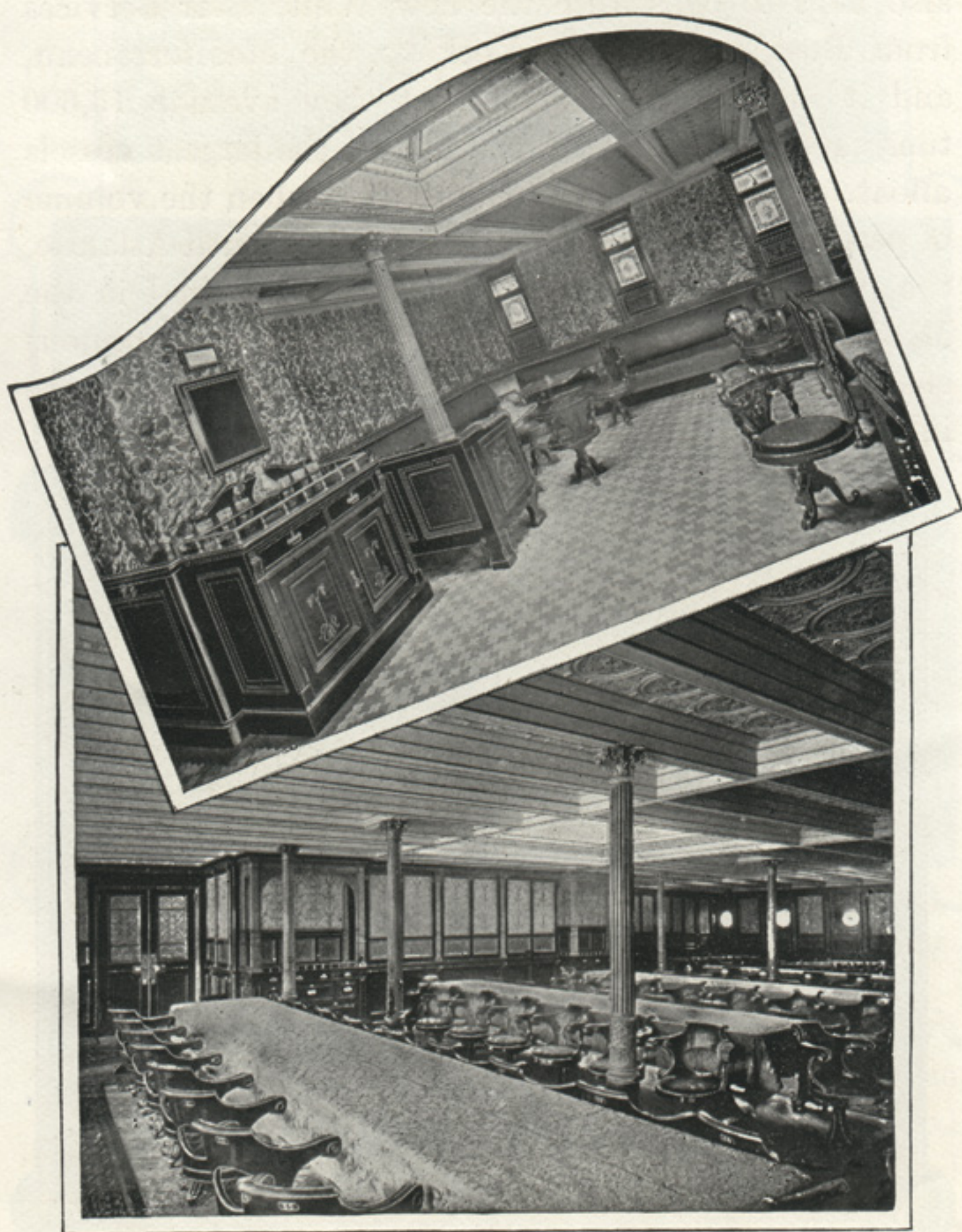


R.M.S. "**ROMANIC**" AND "**CANOPIO**," PROMENADE DECK STATE ROOM.

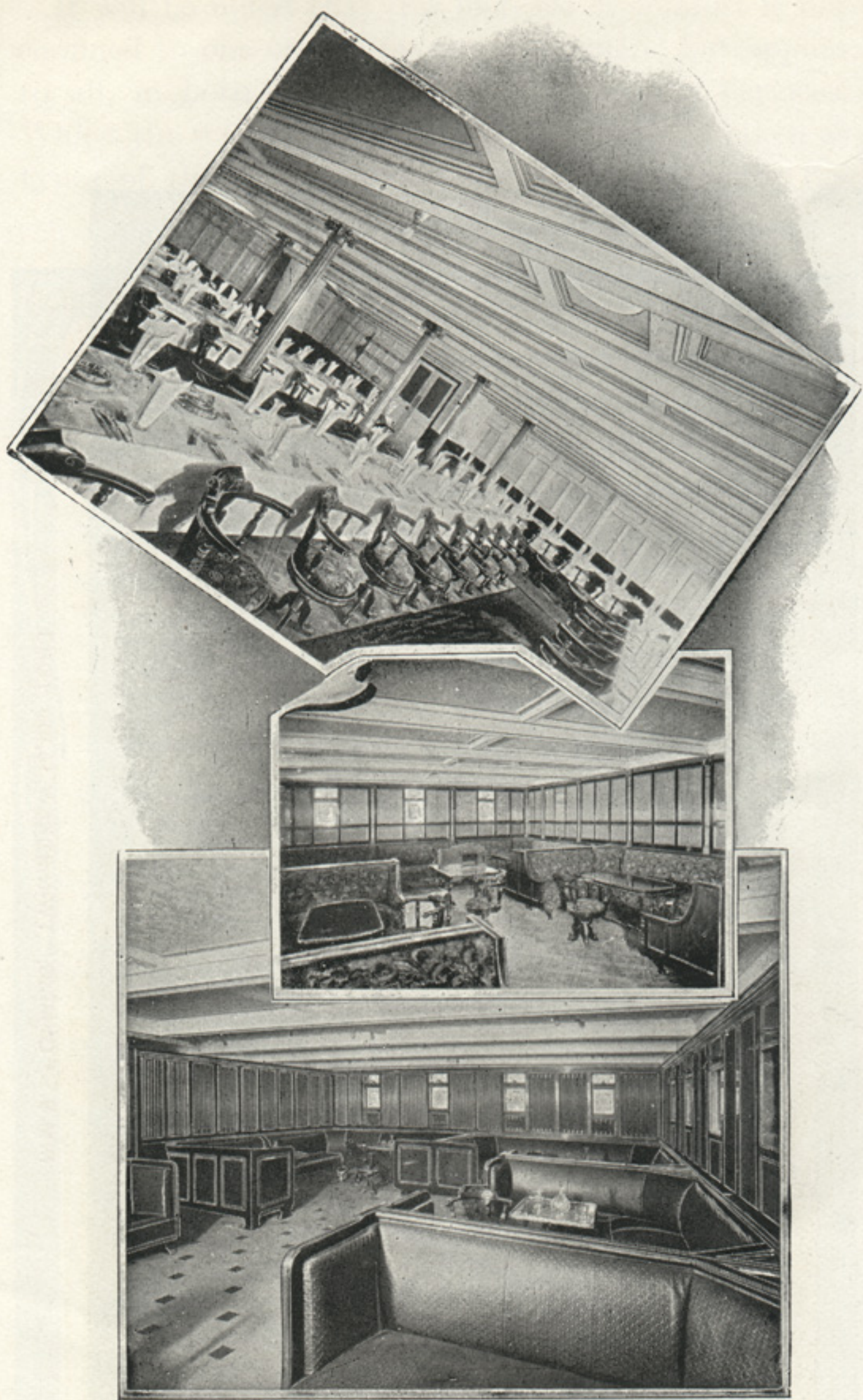
Second Class Accommodation.

THE WHITE STAR LINE recognizes that in this progressive age there is an increasing number of travellers who do not perhaps desire the luxury of the First Class accommodation, but wish for the highest modicum of comfort in keeping with a reasonable rate of passage.

And so, as a glance at the illustrations will show, the White Star Line fully estimates the importance



R.M.S. "OCEANIC," SECOND CLASS SMOKE ROOM, & DINING SALOON.



R.M.S. "CEDRIC" AND "CELTIC,"
SECOND CLASS DINING SALOON, LIBRARY, AND SMOKE ROOM.

of maintaining the Second Class accommodation on its steamers at a high standard of excellence ; indeed it may fairly be stated that the Second Class quarters nowadays, comprising, as they do, Dining Saloon, Library, and Smoke Room (all spacious and well ventilated apartments), and State Rooms of cheery aspect, compare favourably with those of the First Class of some ten years ago.



R.M.S. "CYMRIG," TWIN-SCREW, 13,100 TONS.

It will be noted that this increase of comfort is not confined to one or two favoured steamers, but applies to all, in both the New York and Boston Services. Whilst the "Oceanic" and "Celtic" may be taken as types of the senior service, the "Republic" and "Ro-



R.M.S. "ROMANIC," SECOND CLASS STATE ROOM, & DINING SALOON.

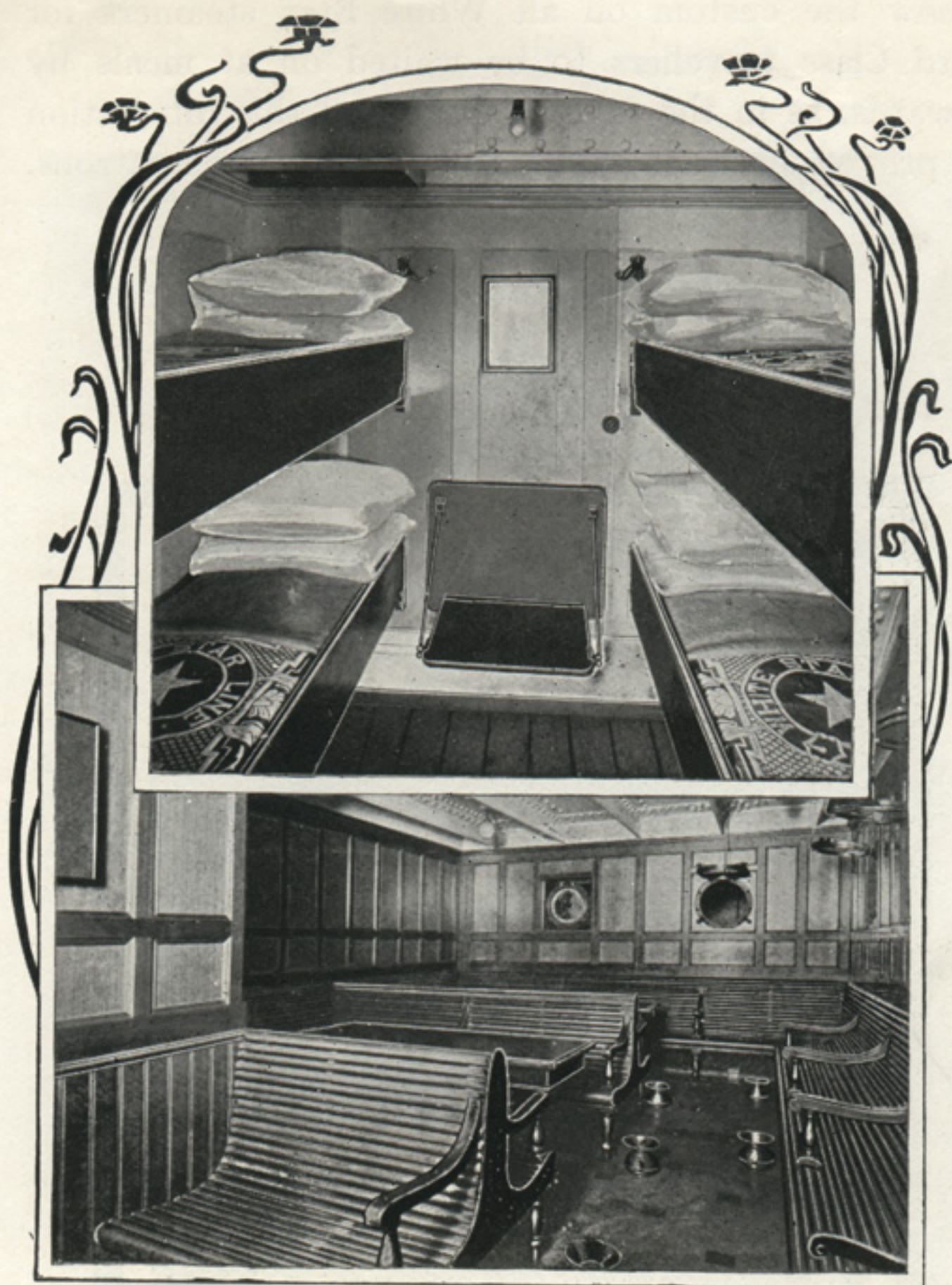
manic" represent the Boston Service which the White Star Line recently inaugurated with such gratifying results, alike to the Company and the travelling public.

Third Class Accommodation.

HOWEVER marked the change for the better in the modern First and Second Class passenger accommodation, both these must yield to the Third Class ("Steerage" no longer) in the extraordinary transformation that has taken place of recent years. The democratic age we live in demands strenuous efforts on the part of steamship companies to provide nothing short of the best for Third Class patrons ; and it is well known that the White Star Line has from its inception been the forerunner of



THIRD CLASS READING, AND DINING ROOMS.

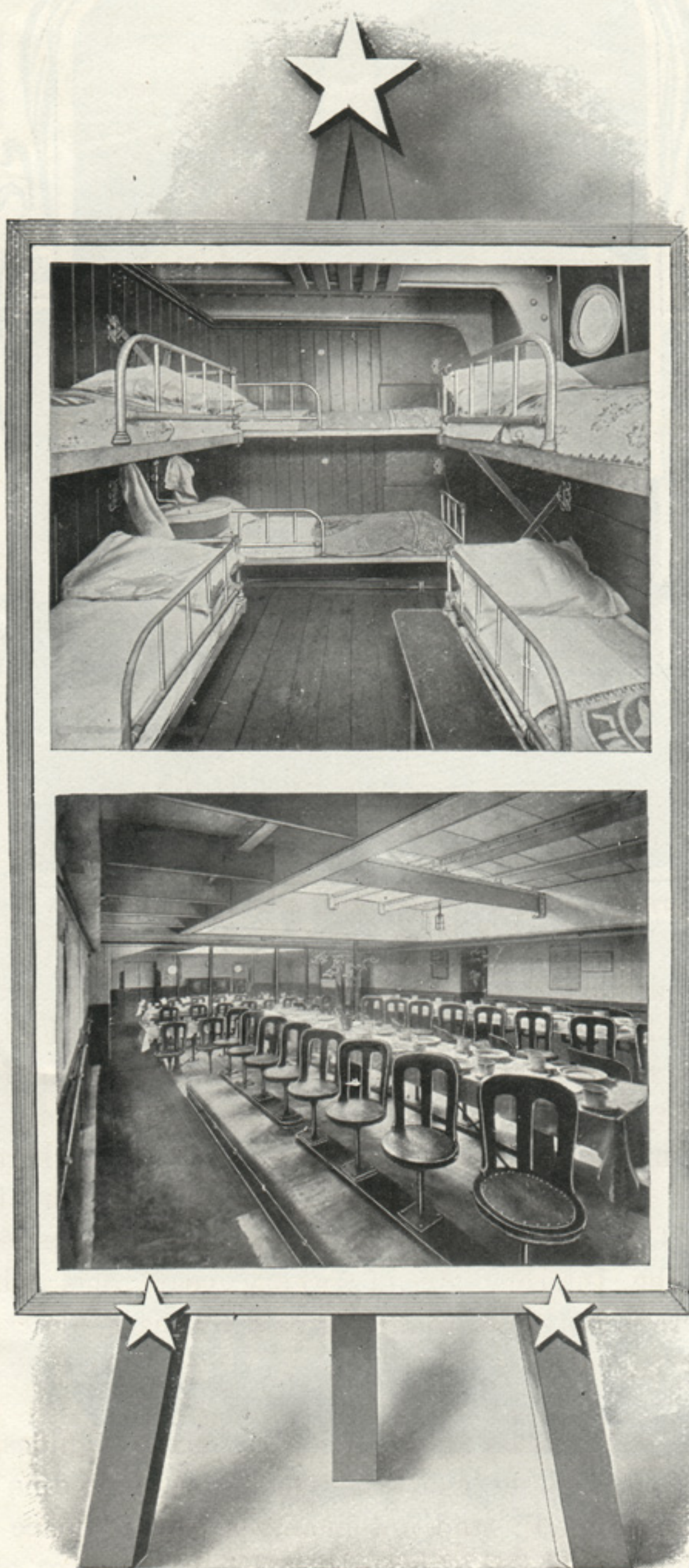


A THIRD CLASS 4-BERTH ROOM, AND SMOKING ROOM.

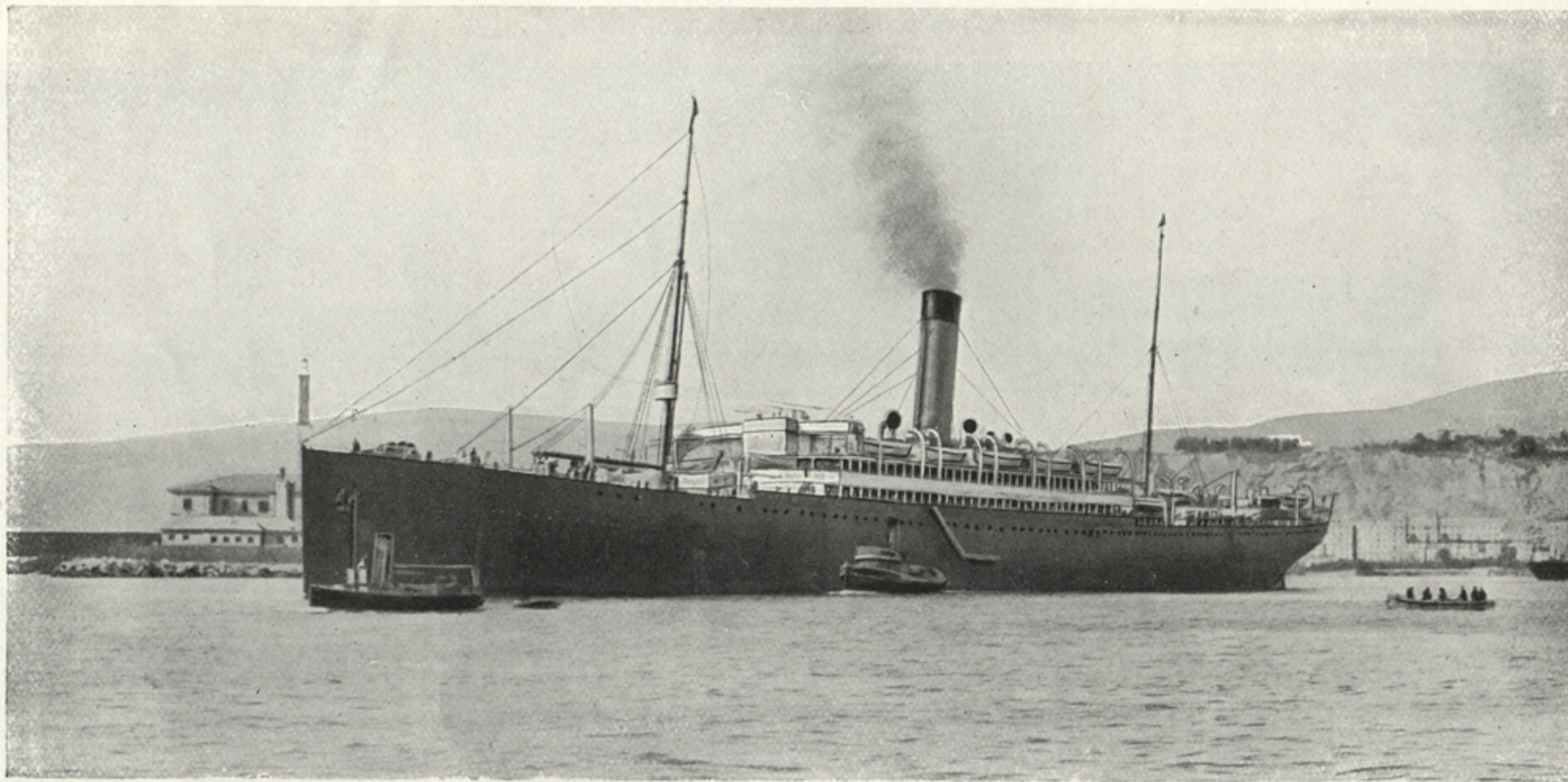
many improvements, with the result that for years past it has carried the largest number of Third Class passengers from these shores to New York. In former days the accommodation consisted entirely of what might be termed open dormitories, whereas now it includes good separate airy cabins ; and the Third Class passenger is better off in most respects than the Intermediate of twenty years ago, while the fare is not more than was paid by his predecessor in the Steerage.

The Dining Room is now what its name signifies, a room specially set apart in which one may dine or partake of food ; and not merely a certain space on the ship, which may serve the various purposes of a sleeping apartment, a refectory, or a sitting room. It

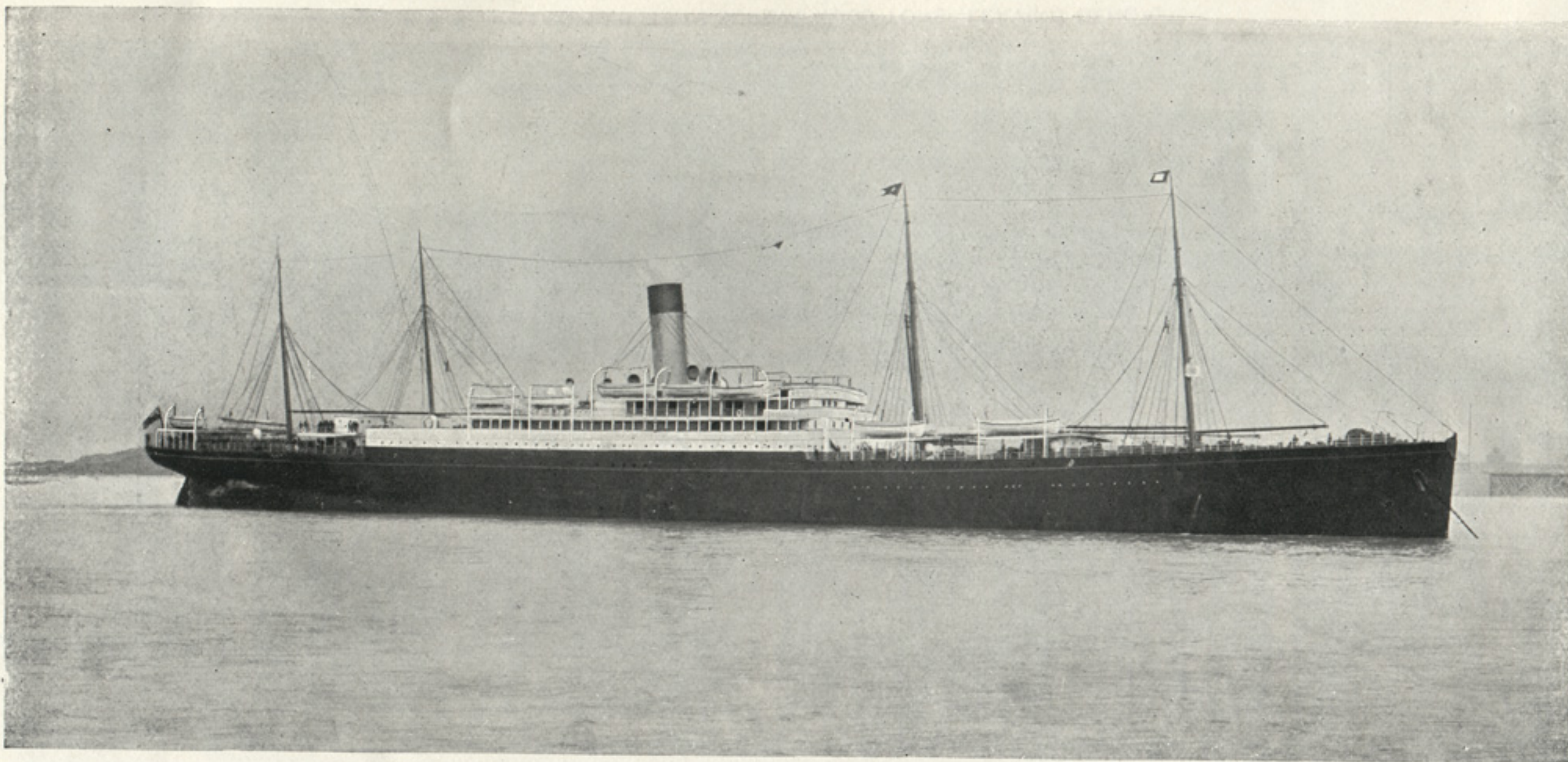
is now the custom on all White Star steamers for Third Class travellers to be waited on at meals by Stewards, as in the other classes, and this innovation has proved most acceptable to the Company's patrons.



THIRD CLASS 6-BERTH ROOM, AND DINING ROOM.



R.M.S. "CANOPIC," TWIN-SCREW, 12,100 TONS—LEAVING GENOA.

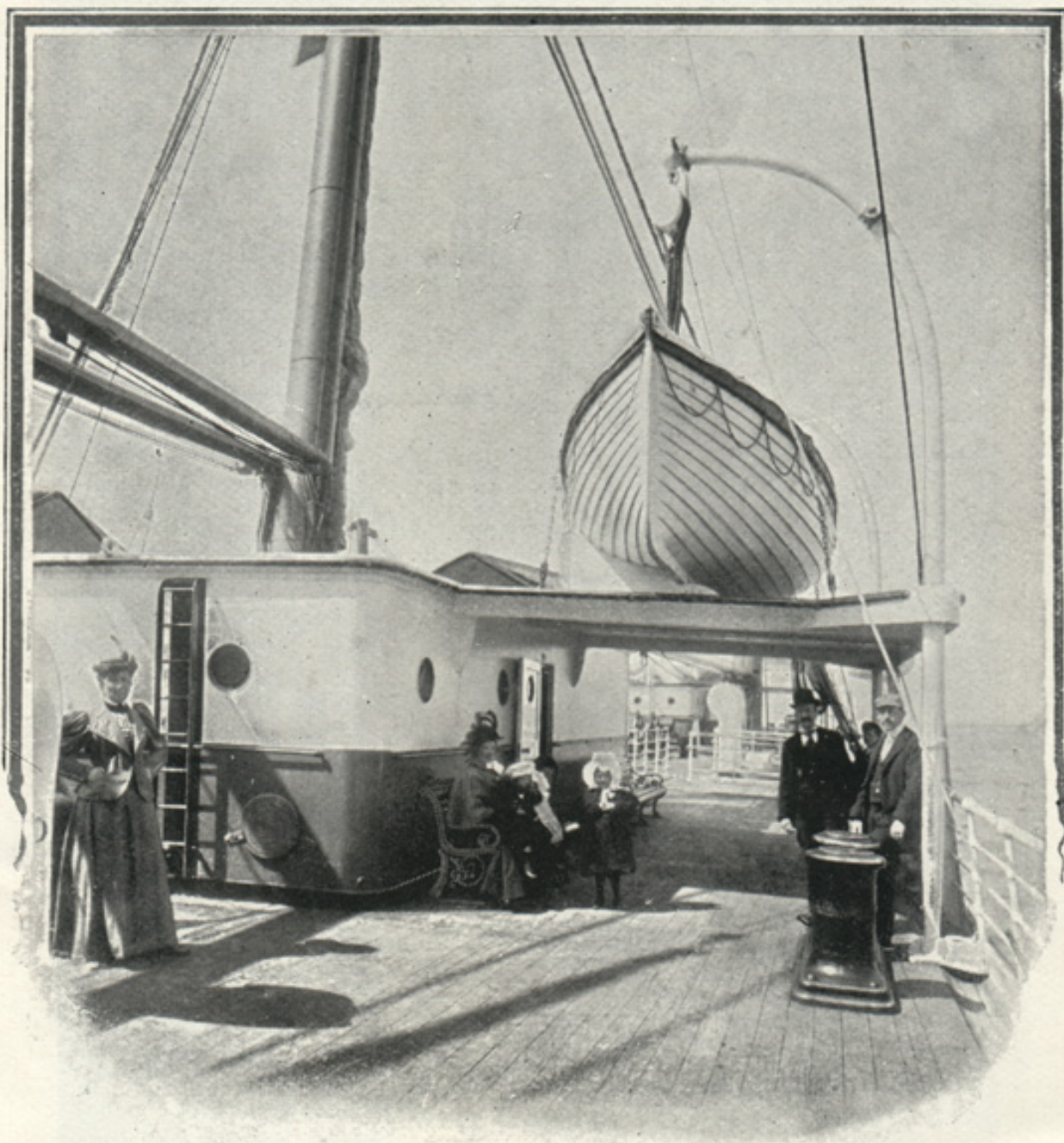


R.M.S. "CRETIC," TWIN-SCREW, 13,500 TONS.

The Reading, or Recreation Room, with the luxury of a piano, is a modern concession which is greatly appreciated, and conduces much to the enjoyment of women and children in this class.

The Smoking Room is a real advantage to the male passenger who, in the majority of cases, even if he does not himself indulge in the use of tobacco, likes the society of lovers of the weed.

Separate Cabins. The introduction of separate cabins, comfortably furnished, is a great boon to married couples, and this accommodation is now provided not only for them, but also for single men and women.



R.M.S. "ROMANIC," THIRD CLASS PROMENADE DECK.



R.M.S. "CEDRIC," TWIN-SCREW, 21,000 TONS, AT LIVERPOOL LANDING STAGE.



WHITE STAR PIERS, NEW YORK.

Advantages of the Liverpool-Queenstown Route.

LIVERPOOL is the most central point of landing or embarkation in the British Islands.

It is situated about midway between London in the South, and Edinburgh and Glasgow in the North, at a distance of 190 to 220 miles, and communication with each of these important cities is maintained by services of luxuriously appointed express trains.

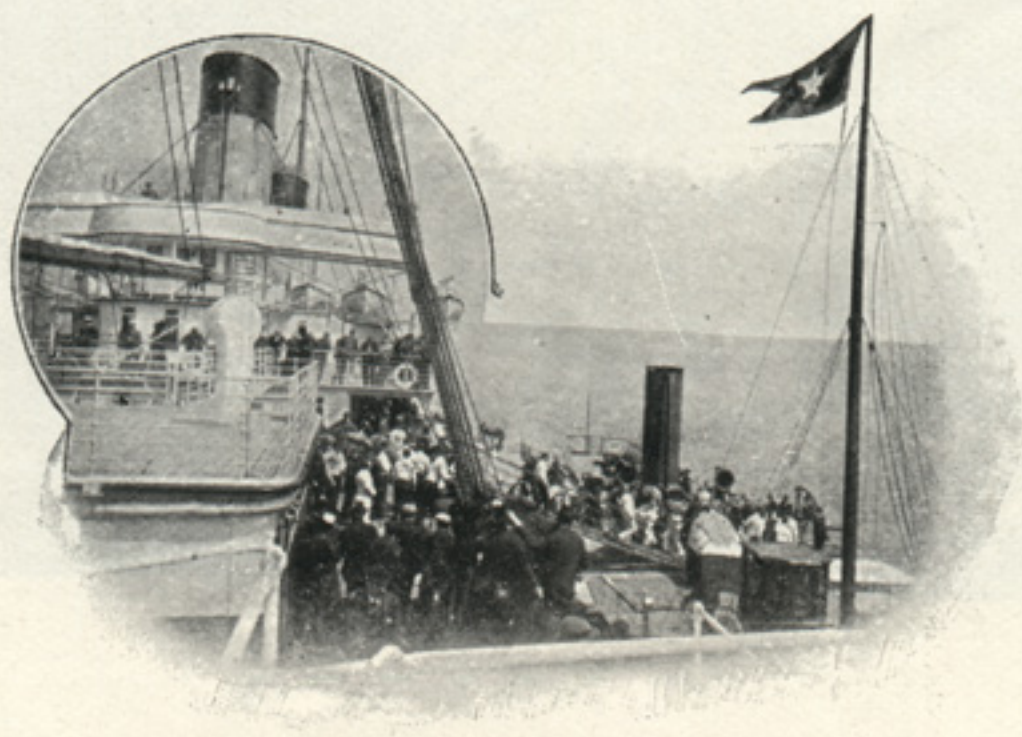
London is less than four hours distant. York and other historical cities in the North of England are within easy reach, and the venerable and most interesting city of Chester, with its ancient Cathedral, encircling walls, and numerous Roman antiquities, is only sixteen miles away.

The ancient towns of Shrewsbury, Warwick, Stratford-on-Avon, and Windsor all lie on the routes from Liverpool to London ; as also Chatsworth, Haddon Hall, Newstead Abbey, Southwell Minster, Bedford (with the memorials of Bunyan), and St. Albans.

Queenstown.

For American travellers making their first visit to the British Islands, and wishful to see some of the beauties of the Emerald Isle, a good plan is to land at Queenstown and proceed through Glengariff to the far-famed Lakes of Killarney, thence through Dublin or Belfast to Liverpool.

By the enterprise of the railway companies a series of new and high-class hotels has been provided at various points of interest in the south-west of Ireland, adding greatly to the attractions of that beautiful district.



QUEENSTOWN—LANDING THE MAILS.

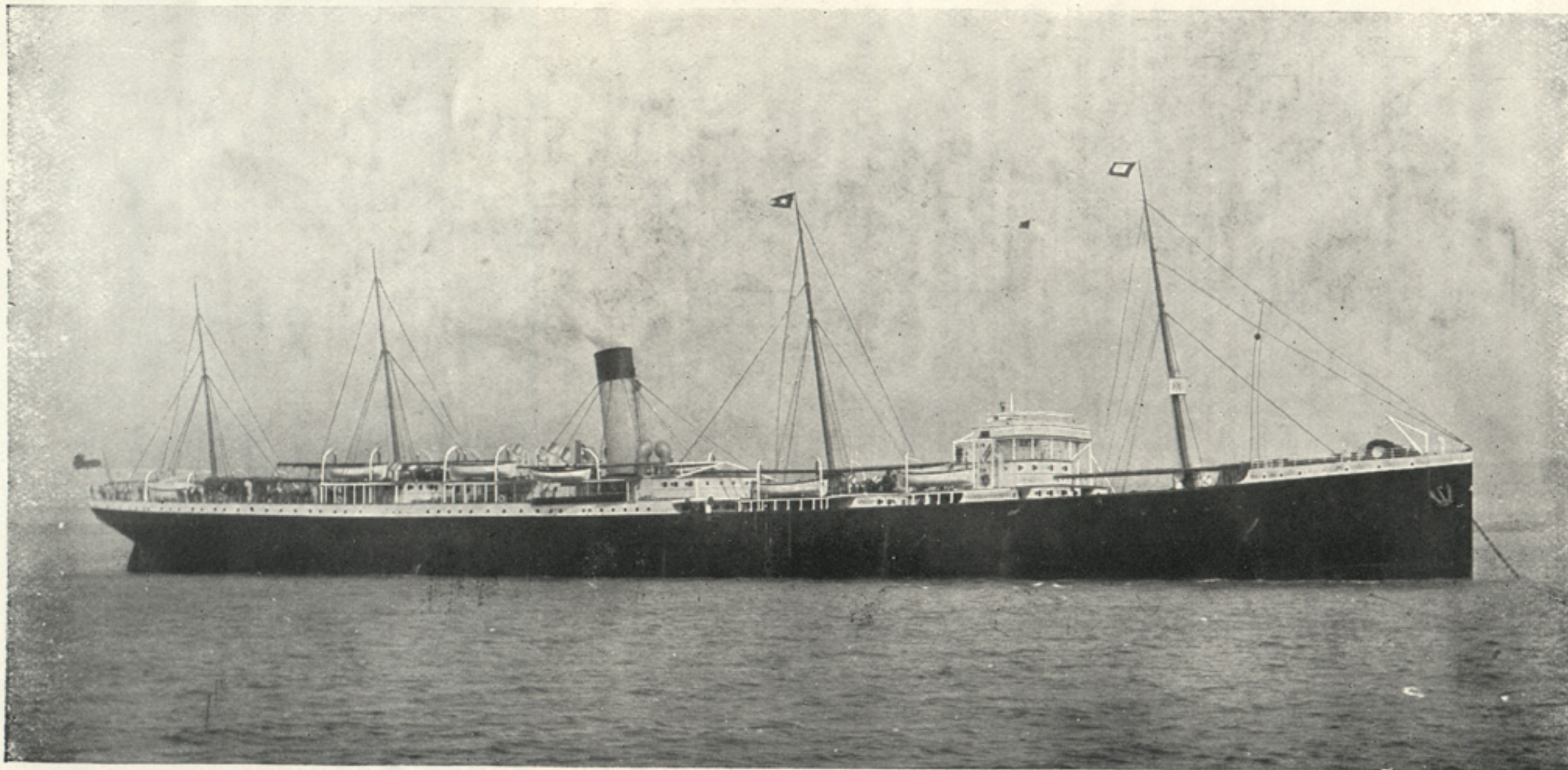
Australian and New Zealand Services.

A MOST popular branch of the Line is the Australian Service, by which one class of passengers only is taken. The five twin-screw steamers comprising it are each of 12,000 tons gross register, and thus the largest in the trade dispatched from the United Kingdom. They leave Liverpool every four weeks for Albany, Adelaide, Melbourne, and Sydney, calling at Cape Town on the outward voyage. Homewards they touch at Durban, Cape Town, and Teneriffe, landing passengers for the United Kingdom at Plymouth and London.

The passenger accommodation is of a superior description, and includes Reading, Smoking and Dining Rooms, and excellent Bathrooms, whilst the vast amount of deck space affords not only a fine



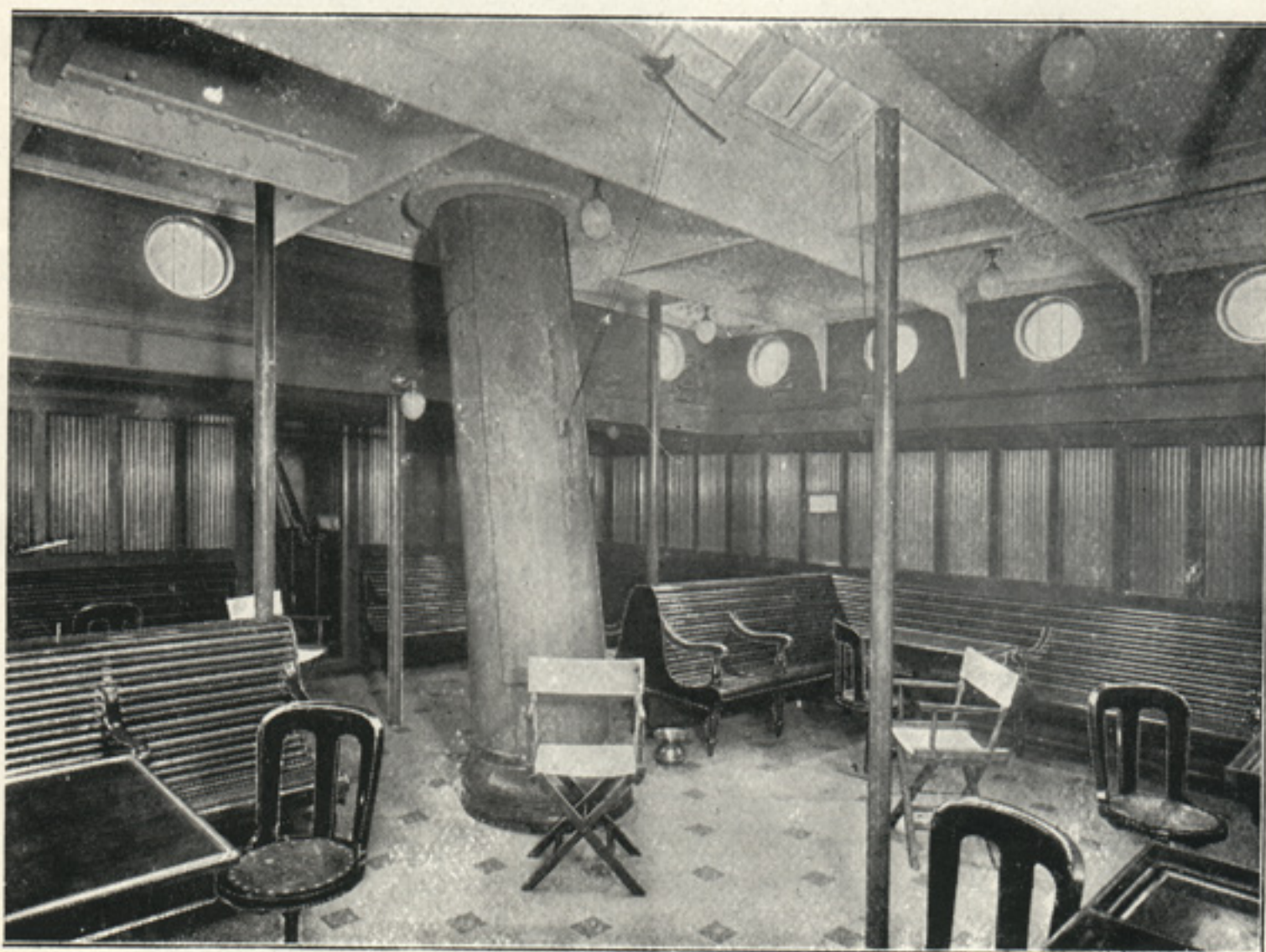
AUSTRALIAN STEAMERS, READING ROOM.



S.S. "RUNIC," TWIN-SCREW, 12,500 TONS.

promenade—but also permits of various games being played during the voyage—an advantage that is readily availed of.

In conjunction with the Shaw, Savill & Albion Co. Ltd., the White Star Line has a monthly sailing from London to New Zealand, and among the steamers of the latter engaged in this service are three over 12,000 tons—the largest in the trade. The outward voyage is made via Teneriffe, Cape Town, and Tasmania, but homeward the course is via Cape Horn, and Rio de Janeiro and Teneriffe are touched at, passengers for the United Kingdom being landed at Plymouth and London.

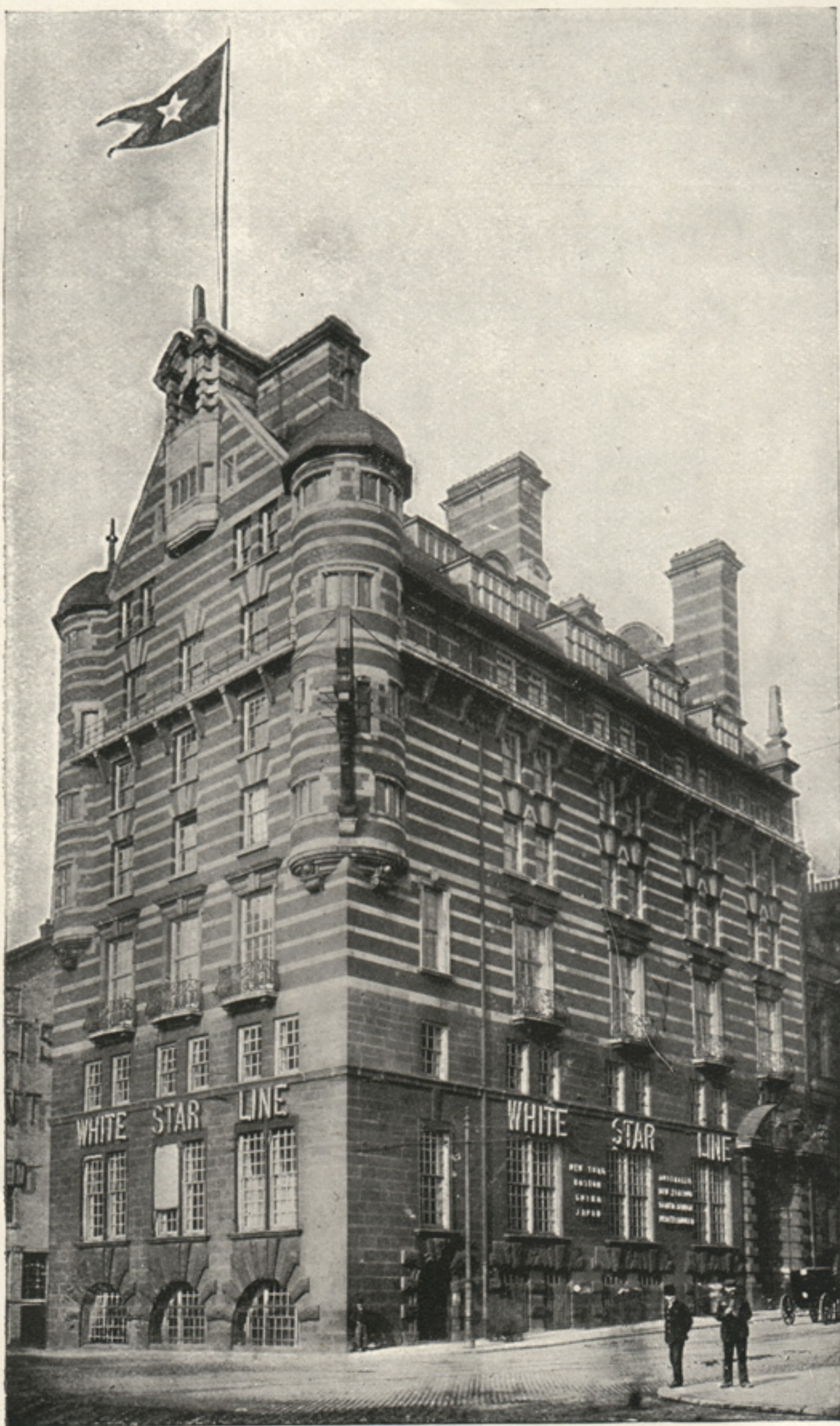


AUSTRALIAN STEAMERS, SMOKE ROOM.

In addition to the foregoing Passenger Services the White Star Line dispatches twin-screw Cargo Steamers regularly from Liverpool to New York, Australia, and New Zealand.



R.M.S. "ATHENIC," "CORINTHIC," AND "IONIC," TWIN-SCREW, EACH 12,250 TONS, THE LARGEST STEAMERS IN THE NEW ZEALAND TRADE.



WHITE STAR OFFICES, LIVERPOOL.

BUTLER AND TANNER, FROME AND LONDON