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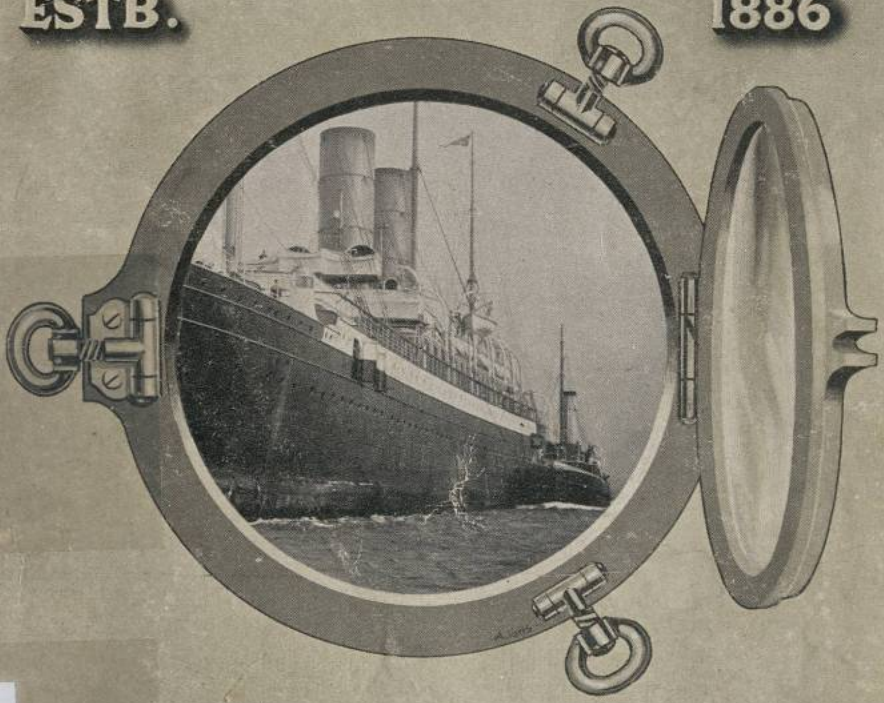
ESTB. 1886



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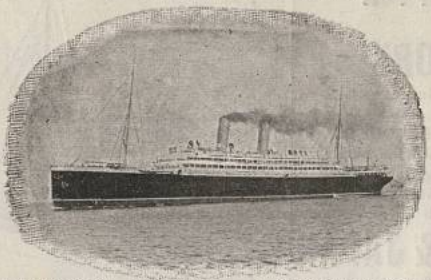

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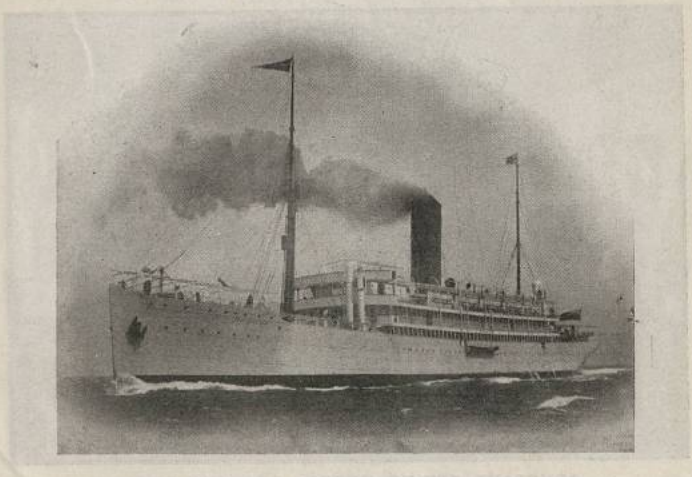

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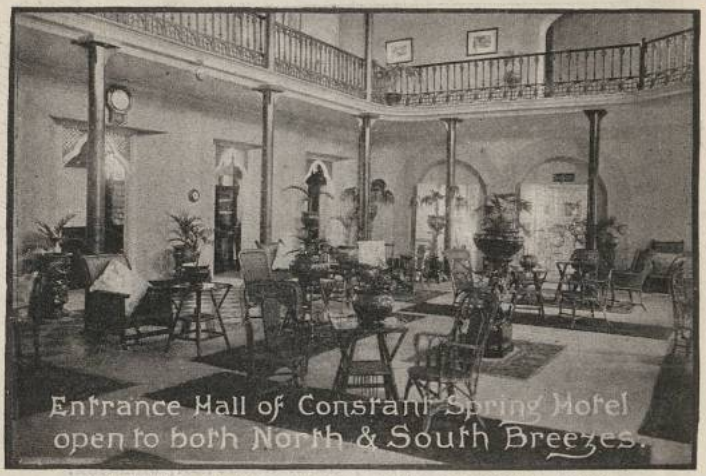

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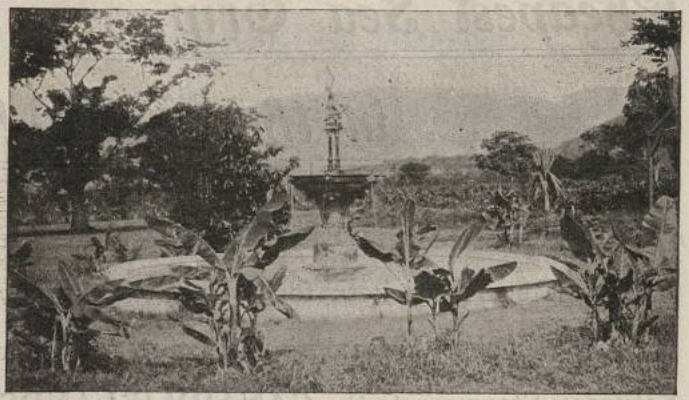

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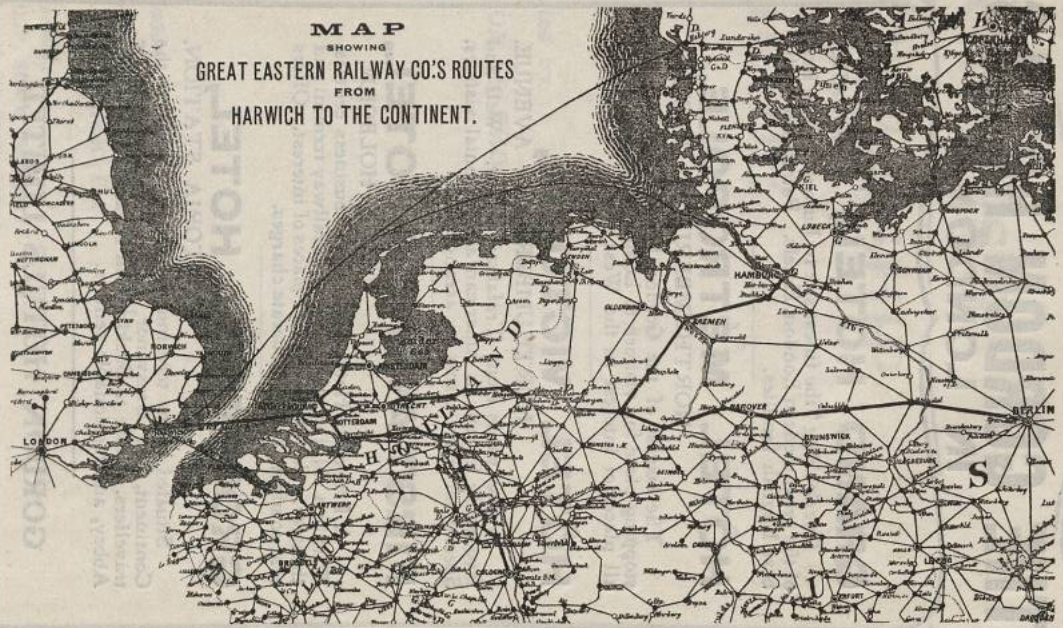
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RHODES'S STEAMSHIP GUIDE.

Edited by

THOMAS RHODES

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GUIDE.

STEAMSHIP

KHODESS

HOW TO USE THIS GUIDE.

If you know only the name of your port of destination, look for it in the LIST OF PORTS *(page 51); against it you will find the numbers of the pages where the information respecting the Steamship Services to that port are given.*

If you want information respecting a particular Line, turn to the LIST OF STEAMSHIP LINES *(page 62).*

If you seek information respecting a particular steamer, refer to the DIRECTORY OF PASSENGER STEAMERS *(page 198).*

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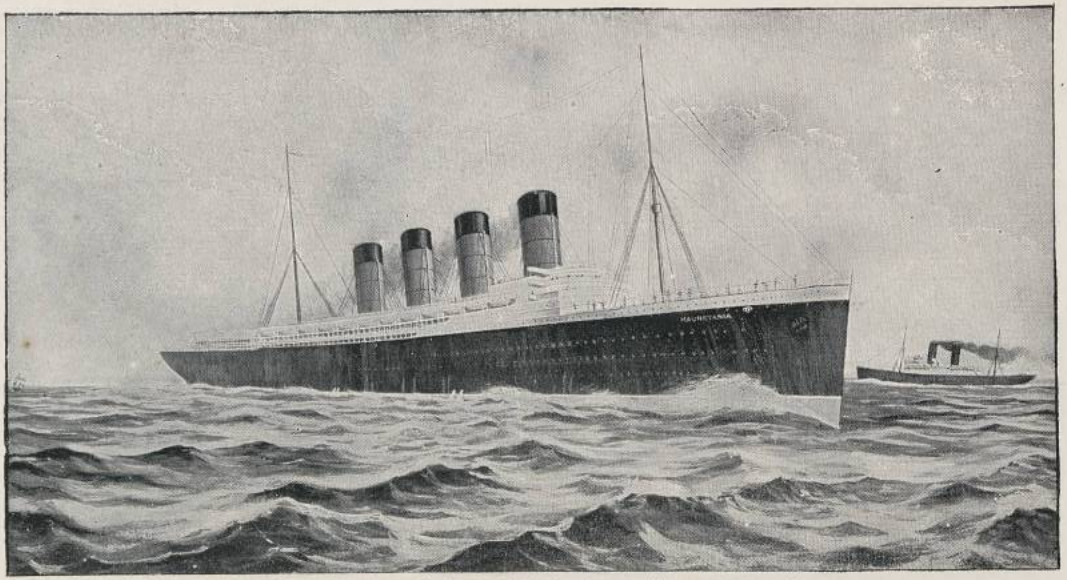
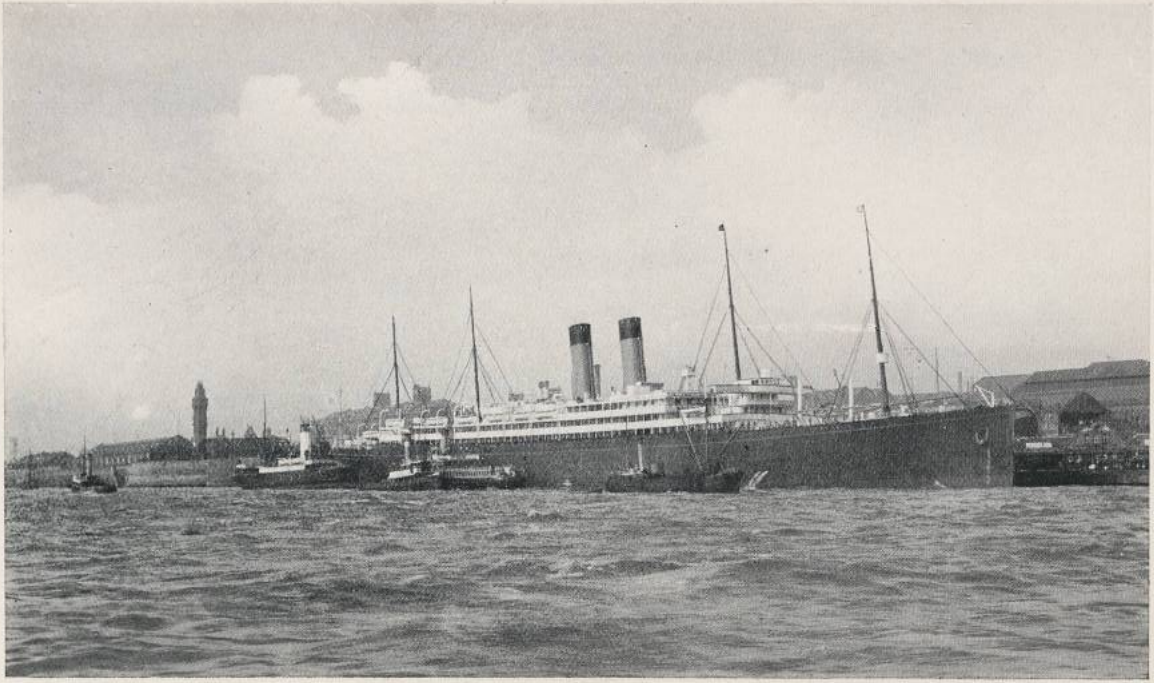
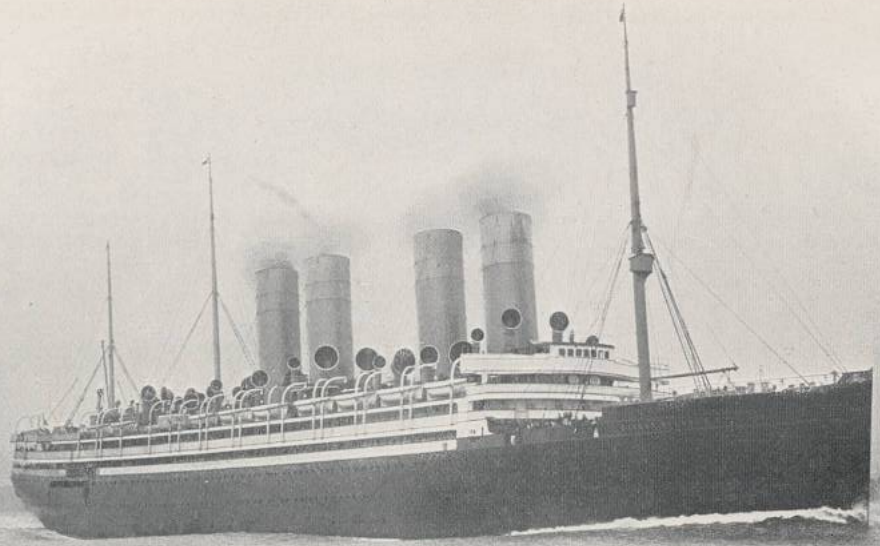


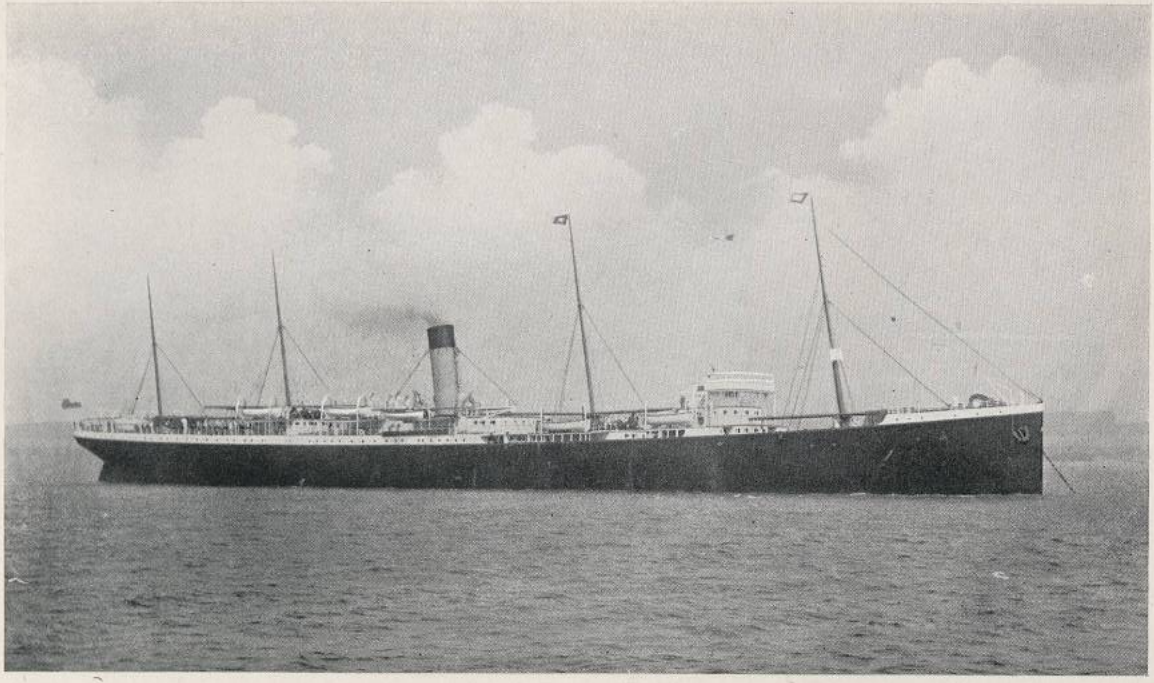
CUNARD LINE EXPRESS TURBINE STEAMER "MAURETANIA."



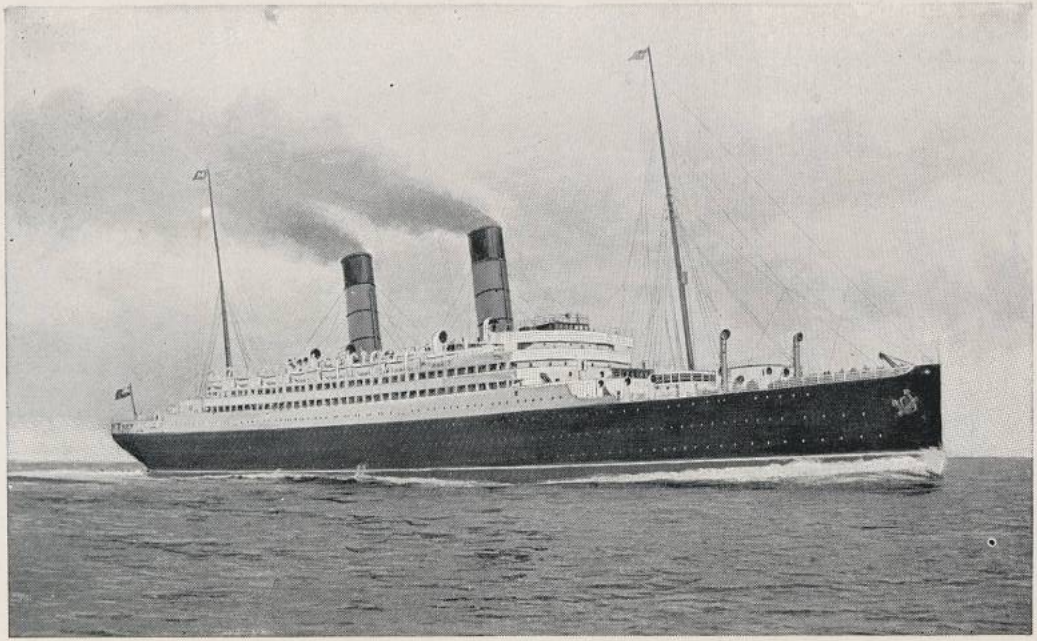
WHITE STAR LINE R.M.S. "ADRIATIC."



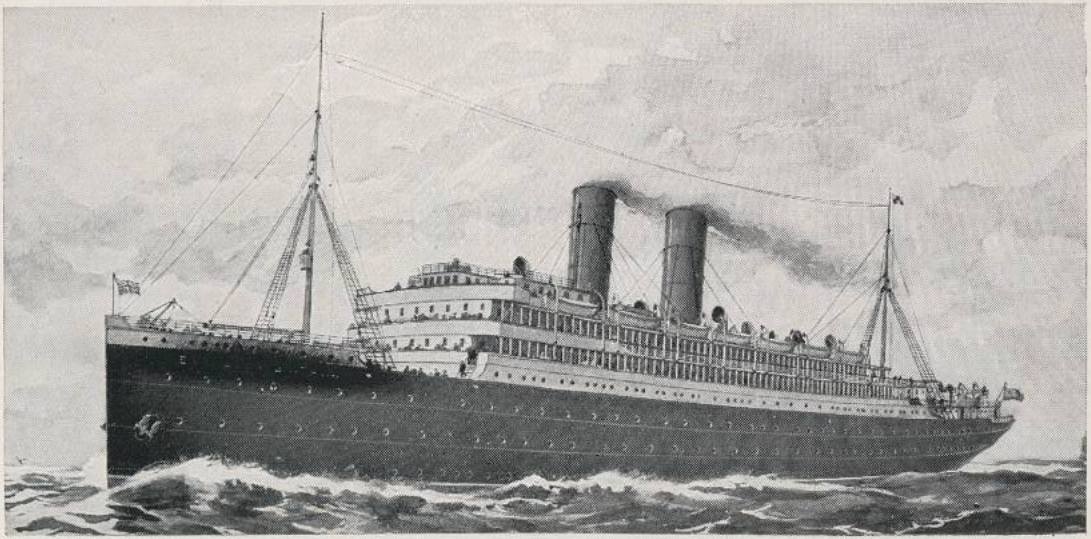
NORDDEUTSCHER LLOYD I.M.S. "KAISER WILHELM II."



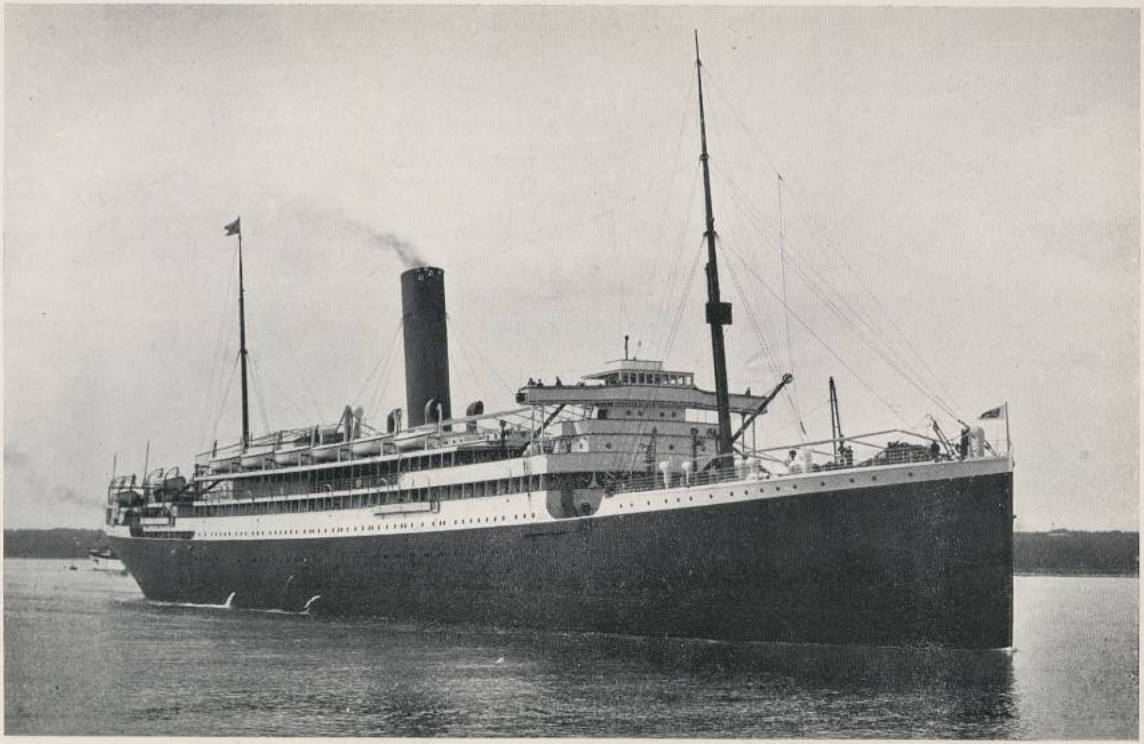
WHITE STAR LINE R.M.S "RUNIC."



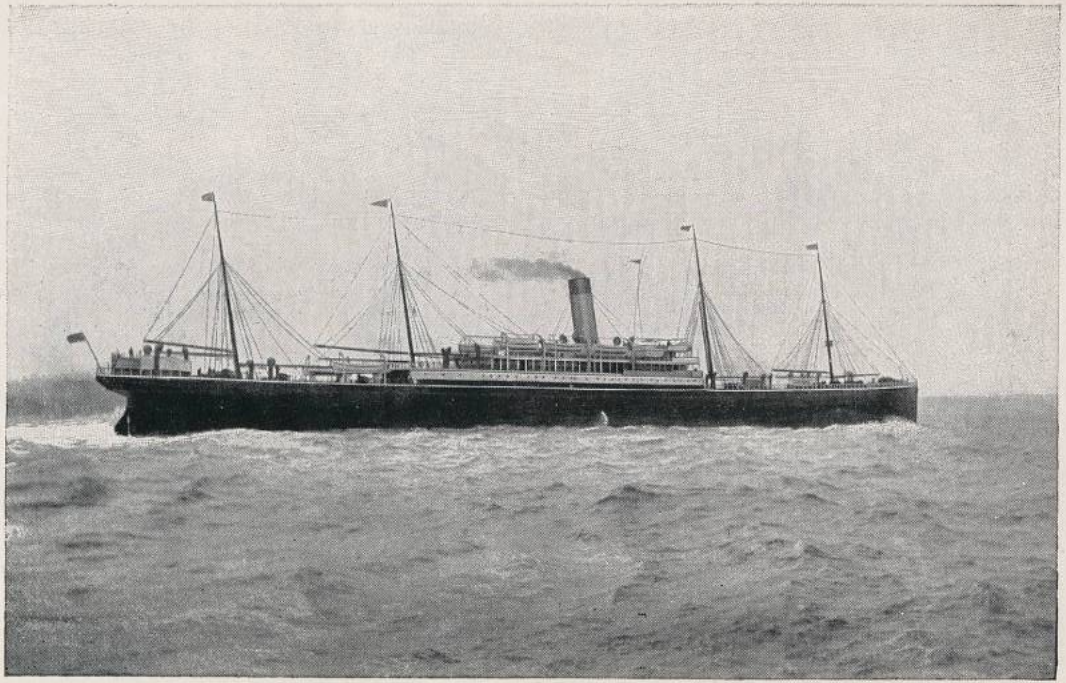
CUNARD LINE R.M.S. "CARONIA."



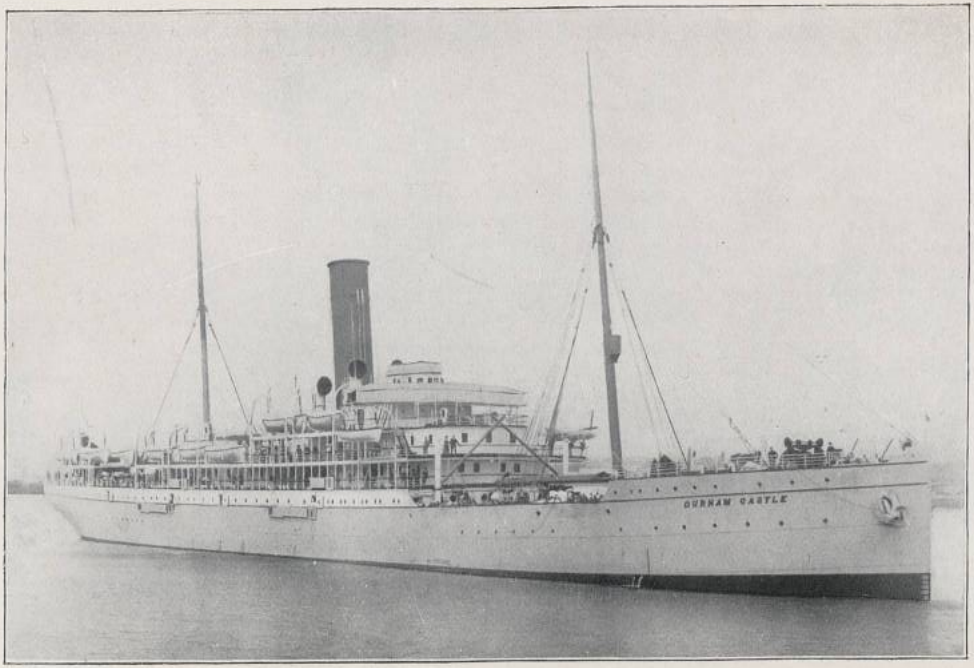
CANADIAN PACIFIC RAILWAY R.M.S. "EMPRESS OF IRELAND."



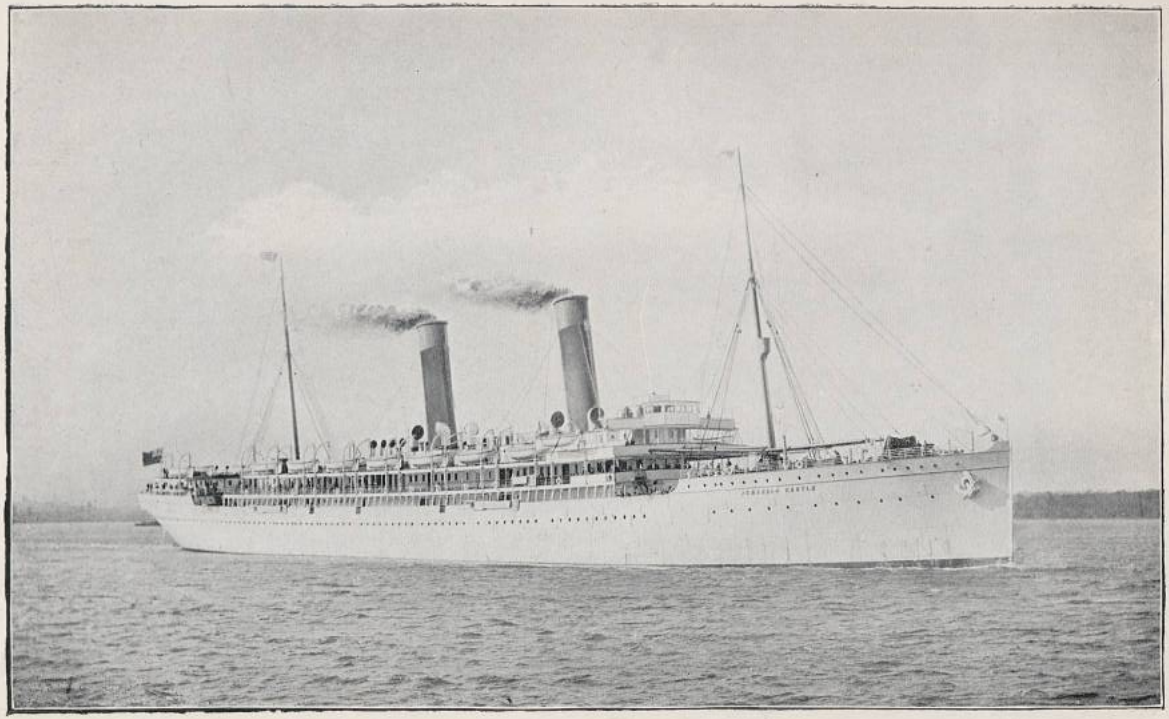
ROYAL MAIL STEAM PACKET COMPANY'S R.M.S. "AVON."



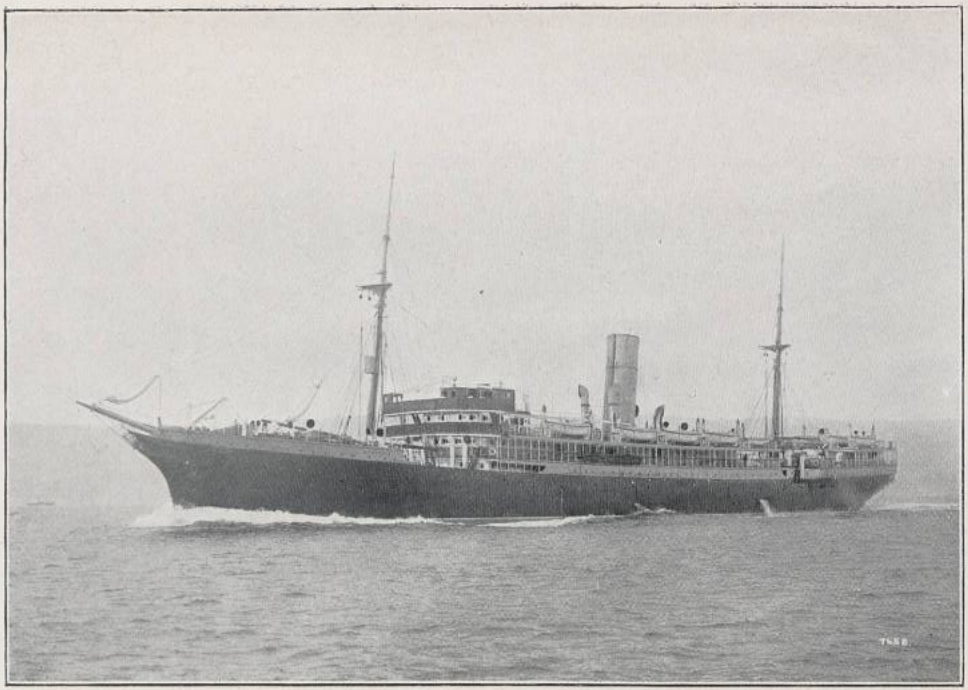
BIBBY LINE R.M.S. "DERBYSHIRE."



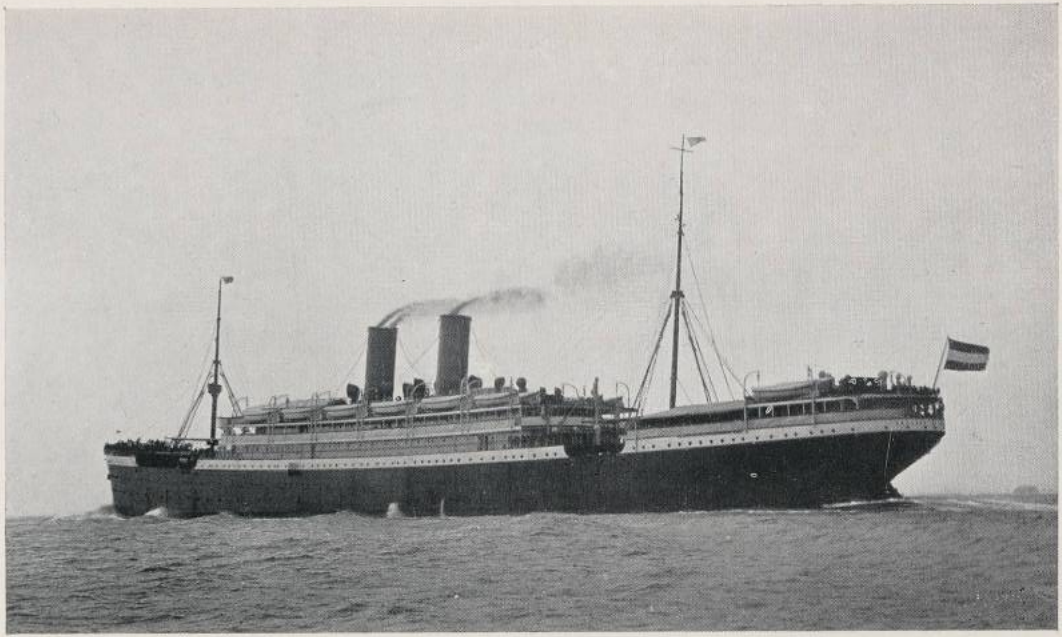
UNION CASTLE LINE R.M.S. "DURHAM CASTLE."



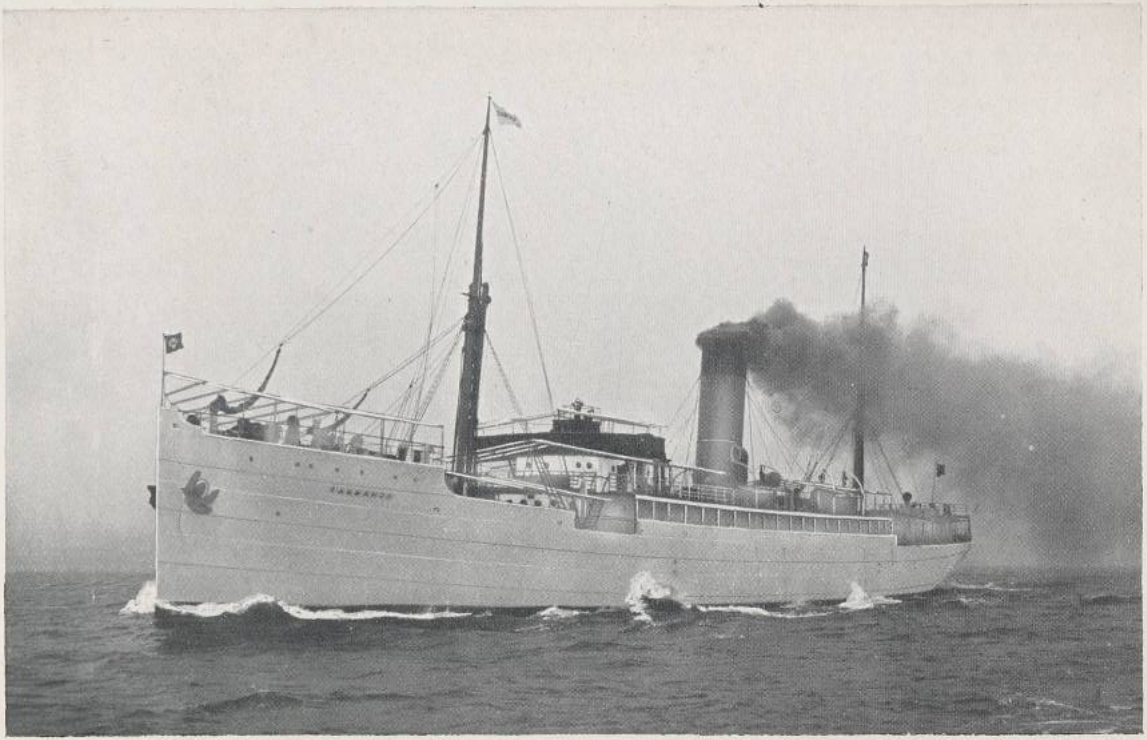
UNION CASTLE LINE R.M.S. "ARMADALE CASTLE."



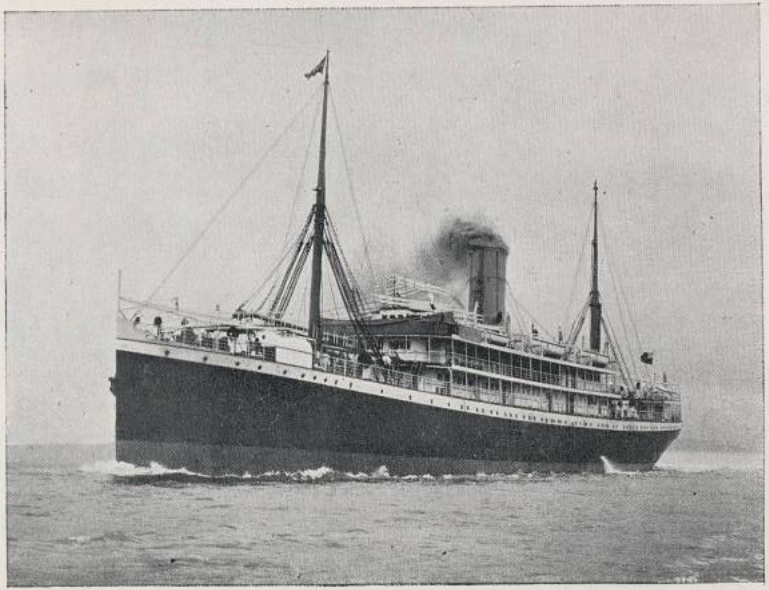
THE ABERDEEN LINER T.S.S. "MILTIADES."



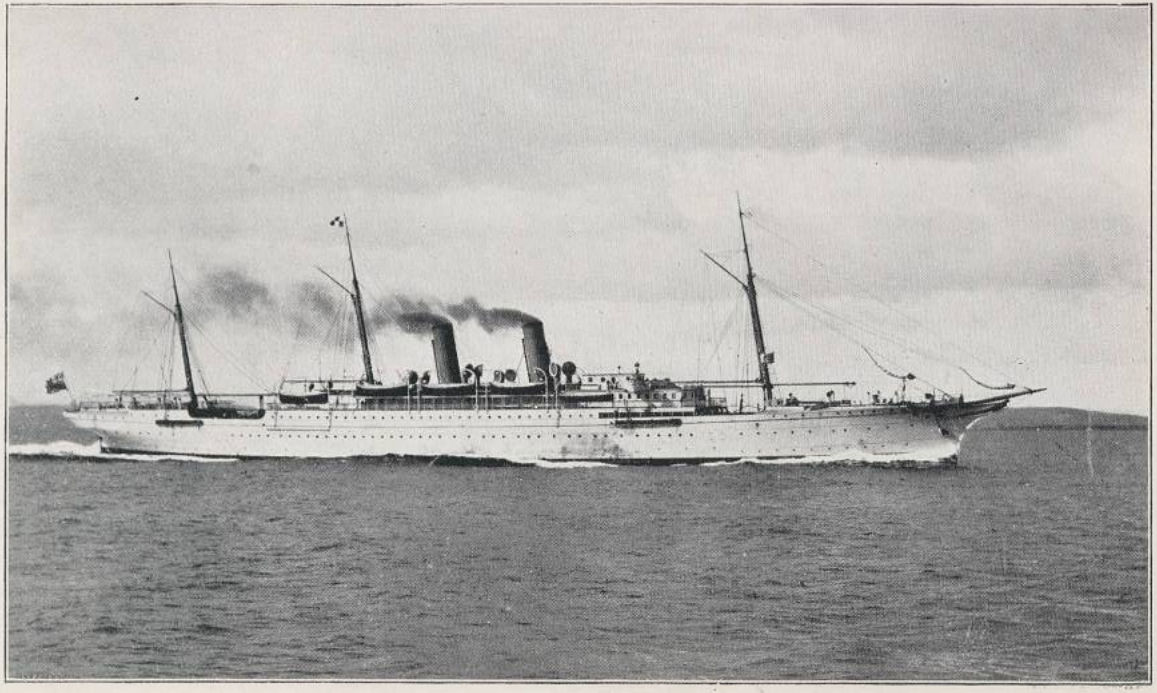
NORDDEUTSCHER LLOYD I.M.S. "GROSSER KURFURST."



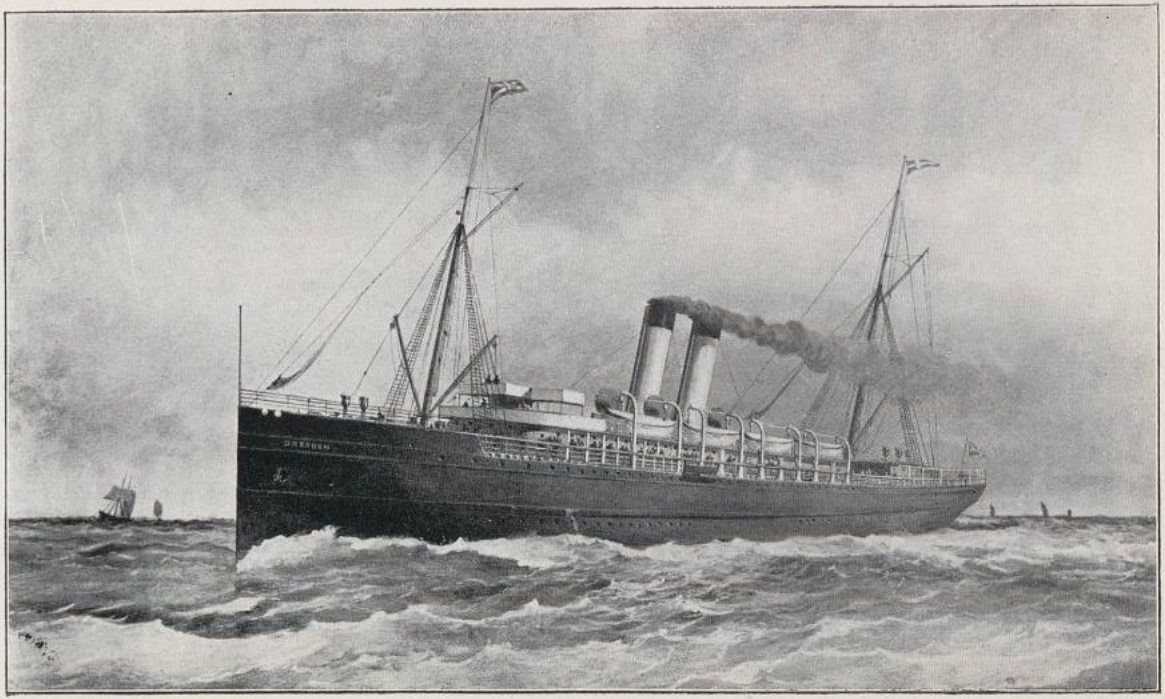
ELDERS AND FYFFES BANANA & PASSENGER S.S. "BARRANCA."



AFRICAN STEAMSHIP COMPANY'S R.M.S. "FALABA,"



CANADIAN PACIFIC RAILWAY R.M.S. "EMPRESS OF INDIA."



GREAT EASTERN RAILWAY R.M.S. "DRESDEN."

North Sea and Baltic.

—*—

ARGO LINE.

FLEET.

Adler. *Falke.* *Reiher.* *Schwalbe.* *Strauss.*
Albatross. *Möwe.* *Schwan.* *Sperber.*

SAILINGS.

From **London** to **Bremen.**

Outwards every Tuesday, Thursday and Saturday.

Homewards every Tuesday, Thursday and Saturday.

From **Hull** to **Bremen.**

Outwards every Monday and Friday.

Homewards every Wednesday and Saturday.

FARES.

Single: I. £1 15 0 II. £1 8 0 (Either route)

Return: I. £2 17 6 II. £2 6 0 (Either route)

The above fares include provisions.

Company's Offices or Agents.

LONDON: 4, Cullum Street, E.C. BREMEN.

BELGIAN STATE RAILWAYS.

SERVICE IN CONNECTION WITH THE S. E. & C. RY.

SAILINGS.

From **Dover** to **Ostend.**

Outwards three times a day.

Homewards three times a day.

FARES.

Single: I. 9/-. II. 7/2. Return: I. 15/-. II. 12/-.

Company's Offices or Agents.

LONDON REPRESENTATIVE: P. Defrance, 47, Cannon Street, E.C.

DOVER: Friend & Co., Admiralty Pier.

OSTEND: Station Master, Quay.

FINLAND LINE.

SAILINGS.

From **Hull** to **Helsingfors, Abo** and **Hango,** calling at **Copenhagen.**

Hull to Copenhagen every Wednesday and Saturday.

Hull to Helsingfors every Wednesday during Season.

Hull to Abo every Saturday.

Hull to Hango every Wednesday during the Winter.

Hull to St. Petersburg (*via* Finland) every Wednesday and Saturday.

Hull to Stockholm (*via* Copenhagen) every Wednesday and Saturday.

FARES (including Victualling).

To Finland:	Single:	I.	£6	0	0	II.	£3	15 0
	Return:	I.	£10	0	0	II.	£6	10 0
To Copenhagen:	Single:	I.	£3	0	0	II.	£2	0 0
	Return:	I.	£4	10	0	II.	£3	5 0

Company's Offices or Agents.

HULL: John Good & Sons, 177, High Street.

HELSINGFORS: Finland Steamship Company.

GENERAL STEAM NAVIGATION CO.

SAILINGS.

From **London** to **Ostend.**

Outwards every two or three days.

Homewards every two or three days.

From **London** to **Hamburg.**

Outwards every Wednesday, Friday and Sunday.

Homewards every Wednesday, Friday and Monday.

From **Harwich** to **Hamburg** (in connection with G.E.R. mail train for Liverpool Street Station).

Outwards every Wednesday and Saturday.

Homewards every Wednesday and Saturday.

FARES.

London-Ostend:	Single	I.	7/6.		II.	6/6.				
	Return	I.	10/6.							
London-Hamburg:	Single	I.	£1	10	0	II.	£1	2	6
	Return	I.	£2	10	0	II.	£1	15	0
Harwich-Hamburg:	Single	I.	£1	10	0	II.	£1	0	0
	Return	I.	£2	5	0	II.	£1	11	0

Company's Offices or Agents.

LONDON: 55, Great Tower Street, E.C.

OSTEND: G.S.N. Co., Ltd., 8, Quai des Pecheurs.

HAMBURG: W. Pott, 40, Dovemfleth.

HARWICH: Great Eastern Railway.

GREAT CENTRAL RAILWAY.

SAILINGS.

From **Grimsby** to **Hamburg.**

Outwards daily except Sundays.

Homewards daily except Sundays.

From **Grimsby** to **Rotterdam.**

Outwards every Wednesday and Saturday.

Homewards every Tuesday and Saturday.

From **Grimsby** to **Antwerp.**

Outwards every Monday, Wednesday and Saturday.

Homewards every Tuesday, Thursday and Saturday.

From **Grimsby** to **Esbjerg.**

Outwards every Monday and Thursday.
Homewards every Tuesday and Friday.

FARES.

Hamburg:	Single	I.	£1	10	0	III.	£0	10	0
	Return	I.	£2	5	0			—	
Rotterdam:	Single	I.	£0	15	0	III.	£0	7	6
	Return	I.	£1	0	0			—	
Antwerp:	Single	I.	£0	15	0	III.	£0	7	6
	Return	I.	£1	0	0			—	
Esbjerg:	Single	I.	£1	15	0	III.	£0	15	2
	Return	I.	£2	12	6			—	

Company's Offices or Agents.

GRIMSBY: John Sutcliffe & Son.
HAMBURG: H. C. Rover, 9, Holzbrucke.
ROTTERDAM: Ruys & Co., 8, Veerkade.
ANTWERP: Ruys & Co., 9, Quai aux Charbons.
ESBJERG: United Steamship Company.
T. H. Underwood (Traffic Manager), Over Sea), Marylebone Station, N.W.; and 43, Castle Street, Liverpool.

GREAT EASTERN RAILWAY COMPANY.

FLEET.

Amsterdam. *Brussels.* *Cambridge.*
Vienna. *Dresden.* *Colchester.*
Chelmsford.

SAILINGS.

From **Harwich** to the **Hook of Holland.**

Outwards daily in connection with the 8.30 p.m. mail train from Liverpool Street Station, London, and trains from Scotland, the Northern and Midland counties of England.

Homewards daily.

From **Harwich** to **Antwerp.**

Outwards every week-day in connection with the 8.40 p.m. train from London (Liverpool Street Station) and trains from Scotland, the Northern and Midland counties of England.

Homewards every week-day at 7.0 p.m.

For Services to Hamburg and Ebsjerg see General Steam Navigation Company (page 66) and Detforenede Dampskib-Selskab of Copenhagen (page 72).

FARES.

See Company's Time Tables (free) for Through Fares, including Channel Passage.

Company's Offices or Agents.

LONDON: Liverpool Street Station, E.C.

HAMBURG-AMERICAN LINE.

FLEET.

See page 86.

SAILINGS.

From **Plymouth** to **Hamburg,** calling at **Cherbourg** (same day).

Outwards every week on arrival of steamer from New York (usually Fridays).

Homewards from Hamburg to Dover Thursdays and Saturdays.

FARES.

Single:	I.	£3	0	0	II.	£2	0	0
Return:	I.	£5	14	0	II.	£3	16	0

From **Dover** to **Hamburg.**

Outwards every week on arrival of steamer from New York (usually Tuesdays).

FARES.

Single:	I.	£2	10	0	II.	£2	0	0
Return:	I.	£4	15	0	II.	£3	16	0

Company's Offices or Agents.

LONDON: 16, Cockspur Street, S.W.; 81, Strand, W.C.

PLYMOUTH: Smith, Sundius & Co.

DOVER: Smith, Sundius & Co.

HOLLAND STEAMSHIP COMPANY.

SAILINGS.

From **London** to **Amsterdam.**

Outwards every Wednesday and Sunday.

Homewards every Wednesday and Saturday.

FARES.

Single:	I.	£0	15	0	II.	£0	10	0
Return:	I.	£1	0	0	II.	£0	15	0

Company's Offices or Agents.

LONDON: Phillipps & Graves, 10, Lime Street, E.C.

LEITH, HULL & HAMBURG STEAM PACKET CO., LIMITED.

SAILINGS.

From **Leith** to **Hamburg.**

Outwards Wednesday and Saturday.
Homewards Monday and Friday.

From **Leith** to **Copenhagen,** calling at **Christiansand.**

Outwards every Thursday, calling at **Christiansand** every Saturday.

Homewards every Thursday evening from **Copenhagen;** every Friday evening from **Christiansand.**

FARES.

Single:	Hamburg	I.	£2	10	0	III.	£1 5 0
	Christiansand and Copenhagen					I.	£3 3 0
						III.	£1 11 6
Return:	Hamburg					I.	£4 4 0
	Christiansand or Copenhagen					I.	£5 5 0

Company's Offices or Agents.

LEITH: James Currie & Co., 16, Bernard Street.

HAMBURG: Hugo and Van Emmerik 4, Zippelhaus.

COPENHAGEN: C. K. Hausen.

CHRISTIANSAND: F. Reinhardt & Co.

W. H. MULLER & CO., LTD. (Batavier Line).

FLEET.

Batavier II. *Batavier IV.* *Batavier VI.*
Batavier III. *Batavier V.*

SAILINGS.

From **London** (Blackwall) to **Rotterdam.**

Outwards daily, Sundays excepted.
Homewards daily, Sundays excepted.

FARES.

Single: I. 19/6 II. 12/- Return: I. £1 10 0 II. 18/-

Company's Offices or Agents.

LONDON: Wool Quay, Lower Thames Street

ROTTERDAM: 39, Boompjes.

NORDDEUTSCHER LLOYD (BREMEN).

FLEET.

See page 89.

SAILINGS.

From **Plymouth** to **Bremerhaven** (*via* Cherbourg).

Outwards once a week from Plymouth during the winter and twice a week during American season, according to arrival of steamer from New York.

Homewards (to Southampton only) every Tuesday (also Saturday during American season).

FARES.

From **Plymouth**: Single I. £3 0 0 II. £2 0 0
*Return I. £5 10 0 II. £3 15 0
* To Southampton.

Passengers can, if they desire, return from Bremen by the Company's China or Australian Steamers *via* Antwerp to Southampton.

Company's Agents.

Keller, Wallis & Co.

LONDON: 26 & 27, Cockspur St., S.W.; 2, King William St., E.C.
SOUTHAMPTON: Canute Road.
PLYMOUTH: Orlando Davis & Co., 36, South Side Street.

RIGA EXPRESS S.S. COMPANY.

SAILINGS.

From **London** to **Riga** *via* the Kiel Canal.

Outwards every Saturday.

Homewards every Wednesday.

FARES.

Single: £5 15 0 Return: £9 10 0
The above fares include victualling.

AGENTS.

LONDON: The United S.S. Co., Ltd., 108, Fenchurch St., E.C.

THULE STEAMSHIP COMPANY.

FLEET.

Thule.	*Thorsten.*	*Balder.*	*Bele.*
Albert Edward.	*Carl XV.*	*Ring.*	

SAILINGS.

From **London** to **Gothenburg.**

Outwards every Friday.

Homewards every Thursday.

From **Granton** to **Gothenburg.**

Outwards every Friday.

Homewards every Friday.

FARES.

London to Gothenburg:	Single	I.	£3	3	0	II.	£2	2	0
	Return	I.	£5	5	0	II.	£3	3	0
Granton to Gothenburg:	Single	I.	£2	10	0	II.	£1	15	0
	Return	I.	£3	15	0	II.	£2	12	6

Company's Offices or Agents.

LONDON: Phillipps & Graves, 23/26, St. Dunstan's Hill, Great Tower Street, E.C.
The Thule Steamship Co.

GOTHENBURG:

GRANTON: Chr. Salvesen & Co.

UNITED STEAMSHIP CO. OF COPENHAGEN.

(Detforenede Dampskib-Selskab.)

SAILINGS.

From **Harwich** to **Esbjerg.**

Outwards every Monday, Wednesday, Thursday and Saturday, upon the arrival of the 7.12 p.m. train from London (Liverpool Street Station).

Homewards every Monday, Tuesday, Wednesday and Saturday.

From **Newcastle-on-Tyne** to **Copenhagen.**

Outwards every Wednesday.

Homewards every Thursday.

From **Copenhagen** to **Iceland,** calling at Leith and the Faroe Islands.

Outwards about twice a month.

Homewards about twice a month.

FARES.

Single from Harwich to Esbjerg: I. £1 15 0. Return £2 12 6.

Single from Newcastle to Copenhagen: I. £3 0 0, III. £1 10 0.

Return from Newcastle to Copenhagen: I. £4 10 0.

COMPANY'S OFFICES: COPENHAGEN.

LONDON AGENTS: United Shipping Co., Ltd., 108, Fenchurch Street, E.C.

WEST HARTLEPOOL STEAM NAVIGATION CO.

SAILINGS.

From **West Hartlepool** to **Hamburg.**

Outwards every Wednesday and Saturday.

Homewards every Tuesday and Saturday.

FARES.

Single: I. £1 10 0 Return: I. £2 5 0

Company's Offices or Agents.

WEST HARTLEPOOL.

HAMBURG: Glafcke & Hennings, 24, Rodingsmarkt.

WILSON LINE.

FLEET.

See page 93.

SAILINGS.

From **Hull** to **Bergen,** calling at Stavanger.

Outwards: Summer, every Tuesday and Thursday; Winter, every Thursday.

Homewards: Summer, every Saturday; Winter, every Friday.

From **Hull** to **Drontheim,** calling at Aalesund and Christiansund.

Outwards every Thursday.
Homewards every Wednesday.

From **Hull** to **Christiania,** calling at Christiansand.

Outwards every Friday.
Homewards every Friday.

From **London** to **Christiania.**

Outwards fortnightly.
Homewards fortnightly.

From **Hull** to **Gothenburg.**

Outwards every Saturday.
Homewards every Friday.

From **Grimsby** to **Gothenburg.**

Outwards every Wednesday.
Homewards every Wednesday.

From **Grimsby** to **Malmo,** calling at Helsingborg.

Outwards every Tuesday.
Homewards every Thursday.

From **Hull** and **London** to **Stockholm** and **Norrköping.**

Outwards every week during open navigation.
Homewards every week during open navigation.

From **Hull** to **St. Petersburg.**

Outwards every Saturday during season of open navigation.
Homewards every Sunday.

From **Hull** to **Riga.**

Outwards every Friday during season of open navigation.
Homewards every Wednesday.

From **Hull** to **Reval.**

Outwards weekly.
Homewards weekly.

From **Hull** to **Copenhagen.**

Outwards every Wednesday.

Homewards every Thursday.

From **Hull** to **Stettin.**

Outwards every Friday.
Homewards every week.

From **Hull** to **Danzig,**

Outwards every ten days.
Homewards every ten days.

From **Hull** to **Hamburg.**

Outwards every Tuesday, Thursday and Saturday.
Homewards every Monday, Wednesday and Saturday.

From **Hull** to **Dunkirk.**

Outwards every Saturday.
Homewards every Wednesday.

From **Hull** to **Rouen,**

Outwards about every eight or ten days.
Homewards about every eight or ten days.

From **Hull** to **Antwerp.**

Outwards every Monday, Wednesday and Saturday.
Homewards every Tuesday, Thursday and Saturday.

From **Hull** to **Ghent.**

Outwards every Wednesday and Saturday.
Homewards every Wednesday and Saturday.

FARES.

SINGLE.		Stavanger, Bergen.	Drontheim, Aalesund, Christiansund.	Christiansand, Christiania. *	Gothenburg.	Riga.	St. Petersburg.	Stettin or Danzig.	Copenhagen and Malmo.	Hamburg.	Dunkirk.	Rouen.	Antwerp or Ghent.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hull	I.	4 10 0	6 10 0	4 15 0	4 0 0	6 0 0	5 15 0	3 3 0	3 0 0	1 10 0	0 15 0	1 0 0	0 15 0
	II.	3 0 0	4 4 0	3 5 0	2 15 0	....	....	....	....	....	....	....	....
	III.	1 2 6	1 12 6	1 10 0	1 10 0	....	....	1 12 6	1 10 0	0 10 0	0 7 6	0 10 0	0 7 6
London	I.	....	....	5 0 0	....	....	....	....	....	....	....	....	....
	II.	....	....	3 10 0	....	....	....	....	....	....	....	....	....
	III.	....	....	1 10 0	....	....	....	....	....	....	....	....	....
Grimsby	I.	....	....	....	4 0 0	....	....	....	....	....	....	....	....
	II.	....	....	....	2 15 0	....	....	....	....	....	....	....	....
	III.	....	....	....	1 10 0	....	....	....	....	....	....	....	....
RETURN.													
Hull	I.	7 0 0	9 15 0	7 10 0	7 0 0	10 0 0	9 10 0	5 5 0	4 10 0	2 5 0	1 5 0	1 10 0	1 0 0
	II.	4 10 0	6 6 0	5 0 0	4 5 0	....	....	....	....	....	....	....	....
London	I.	....	....	8 0 0	....	....	....	....	....	....	....	....	....
	II.	....	....	5 10 0	....	....	....	....	....	....	....	....	....
Grimsby	I.	....	....	....	7 0 0	....	....	....	....	....	....	....	....
	II.	....	....	....	4 5 0	....	....	....	....	....	....	....	....

* N.B.—Fares to Copenhagen, Malmo, Gothenburg, Christiansand, Christiania, Aalesund, Drontheim, Christiansund, Bergen, Stavanger, St. Petersburg and Riga, include victualling. From October 1st to April 30th, Fares to Christiansand and Christiania are reduced to £3 3 0 Single and £5 5 0 Return.

Company's Offices or Agents.

HULL: Wilson Line.
LONDON: The United Shipping Co., Ltd., 108, Fenchurch St., E.C.

ZEELAND STEAMSHIP CO.

SAILINGS.

From **Queenboro'** to **Flushing.**
Outwards twice daily.
Homewards twice daily.

FARES.

See Company's or S. E. & C. R. Time Tables.

Company's Offices or Agents.

FLUSHING: Zeeland S.S. Co.
LONDON: Electra House, Finsbury Pavement, E.C.

English Channel & Bay of Biscay.

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BENNETT LINE.

SAILINGS.

From **London** to **Boulogne.**
Outwards every Sunday, Tuesday and Thursday.
Homewards every Sunday, Tuesday and Thursday.

From **Goole** to **Boulogne.**
Outwards every Wednesday, Thursday and Saturday.
Homewards every Monday, Wednesday and Saturday.

FARES.

London to Boulogne:	I. 10/-	Return:	I. 17/6
Goole to Boulogne:	I. 10/-	Return:	I. 17/6

Company's Offices.

LONDON: 15, Tooley Street, S.E.
BOULOGNE: Quai Chanzy.
GOOLE: Bank Chambers.
HULL: 11, Nelson Street.

GENERAL STEAM NAVIGATION COMPANY.

SAILINGS.

From **London** to **Bordeaux.**

Outwards every Saturday.

Homewards every Sunday, calling at Southampton.

FARES.

(including meals.)

Single	I.	£3	10	0	II.	£2	7	0
Return:	I.	£6	0	0	II.	£4	4	0

Company's Offices or Agents.

LONDON: 55, Great Tower Street, E.C.

BORDEAUX: E. Jurie, 33, Quai des Chartrons.

GREAT WESTERN RAILWAY COMPANY.

SAILINGS.

From **Weymouth** to **Guernsey** and **Jersey.**

Outwards every week-day in Summer, three times a week in Winter.*

Homewards as outwards.

From **New Milford** to **Waterford.**

Outwards daily (Sundays excepted).

Homewards daily (Sundays excepted).

FARES.

See Company's Time Tables.

Company's Offices or Agents.

LONDON: Paddington Station, W.

* This service is on alternate days with that of the S.W. Railway, making a joint daily service.

LONDON AND SOUTH WESTERN RAILWAY.

SAILINGS.

From **Southampton** to **Havre.**

Outwards every week-day at midnight.

Homewards every week-day at midnight.

From **Southampton** to **Channel Islands.**

Outwards every week-day in Summer, three times a week in Winter at 12.30 midnight.

Homewards every week-day in Summer, three times a week in Winter.

From **Southampton** to **St. Malo.**

Outwards Monday, Wednesday and Friday.

Homewards Monday, Wednesday and Friday.

(Special Service during June, July, August and September.)

From **Southampton** to **Cherbourg.**

Outwards Tuesday, Thursday and Saturday.

Homewards Monday, Wednesday and Friday.

FARES.

See Company's Time Tables.

Company's Offices or Agents.

LONDON: Waterloo Station, S.E.

SOUTHAMPTON: Steam Packet Office

LONDON BRIGHTON & SOUTH COAST RAILWAY.

SAILINGS.

From **Newhaven** to **Dieppe.**

Outwards twice daily.

Homewards twice daily.

FARES.

See Company's Time Tables.

Company's Offices or Agents.

LONDON: London Bridge Terminus.

DIEPPE: Gare Maritime. CAEN: 38, Rue Guilbert.

MOSS LINE.

FLEET.

See page 130.

SAILINGS.

From **Liverpool** to **Bordeaux.**

Outwards every Friday.

Homewards every Thursday or Friday.

FARES.

Single: I. £3 0 0 Return: I. £5 0 0

Company's Offices or Agents.

LIVERPOOL: James Street. BORDEAUX: James Moss & Co.

SOUTH EASTERN AND CHATHAM RAILWAY.

SAILINGS.

From **Dover** to **Calais.**

Outwards three times a day.

Homewards three times a day.

From **Folkestone** to **Boulogne.**

Outwards twice a day.

Homewards twice a day.

FARES.

See Company's Time Tables.

Company's Offices.

LONDON: London Bridge Station, S.E.; Charing Cross, Cannon Street, Holborn Viaduct, and Victoria Stations.

North Atlantic Ocean.

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ALLAN LINE.

FLEET.

Tunisian.	*Parisian.*	*Pretorian.*
Bavarian.	*Ionian.*	*Victorian.*
Corinthian.	*Numidian.*	*Virginian.*
Sicilian.	*Mongolian.*	

SAILINGS.

In Summer from **Liverpool** to **Quebec** and **Montreal,** calling at Londonderry.

In Winter from **Liverpool** to **Halifax, N.S.,** and **St. John, N.B.,** calling at Londonderry.

Outwards every Thursday.

Homewards weekly.

Also **Liverpool** to **St. John's, N.F.,** and **Halifax.**

FARES.

Single: I. from £10 0 0. II. from £7 10 0. III. £5 10 0

Company's Offices or Agents.

LONDON: 103, Leadenhall Street.

LIVERPOOL: 19, James Street. MONTREAL: H. & A. Allan.

PORTLAND: H. & A. Allan.

AMERICAN LINE.

FLEET.

St. Louis.	*Philadelphia.*	*Noordland.*
St. Paul.	*Haveford.*	*Friesland.*
New York.	*Merion.*	*Westernland.*

SAILINGS.

From **Southampton** to **New York,** calling at Cherbourg.

Outwards every Saturday.
Homewards every Saturday.

FARES.

Single: I. from £15 0 0. II. from £9 0 0.

From **Liverpool** to **Philadelphia,** calling at Queenstown.

Outwards every Wednesday.
Homewards every Saturday.

FARES.

Single: Cabin from £8 10 0.

Company's Offices or Agents.

LONDON: 1, Cockspur St., S.W.; 38, Leadenhall St., E.C.
SOUTHAMPTON: Canute Road.
LIVERPOOL: 27 & 29, James Street.
PHILADELPHIA: 307, Walnut Street.

ANCHOR LINE.

(ATLANTIC SERVICE.)

FLEET.

Columbia.	*Furnessia.*	*Caledonia.*
Astoria.	*Ethiopia.*	*California.*

SAILINGS.

From **Glasgow** to **New York,** calling at Moville.

Outwards every Saturday.
Homewards every Saturday.

FARES.

Single: I. from £10 0 0. II. from £7 0 0. III. from £5 10 0

Company's Offices or Agents.

LIVERPOOL: 17, Water Street.
LONDON: 4, St. Mary Axe, E.C.
GLASGOW: St. Vincent Place. NEW YORK: 17 and 19, Broadway.

(MEDITERRANEAN SERVICE.)

FLEET.

Algeria. *Italia.* *Calabria.*
Perugia.

SAILINGS.

From **Genoa** to **New York,** calling at Marseilles, Leghorn and Naples, Messina, Palermo and Gibraltar.

Outwards about every fortnight.

Homewards about every fortnight.

FARES.

Single: I. from £12 0 0 to £16 0 0, according to port.

Company's Offices or Agents.

GENOA: Charles Figoli. NEW YORK: 17 and 19, Broadway.

ATLANTIC TRANSPORT LINE.

FLEET.

Mesaba. *Menominee.* *Minneapolis.*
Manitou. *Marquette.* *Minnehaha.*
Minnetonka.

SAILINGS.

From **London** to **New York.**

Outwards every Thursday or Saturday.

Homewards every Saturday.

FARES.

Single: I. from £11 0 0 (Winter).
I. from £14 0 0 (Summer).

Company's Offices or Agents.

LONDON: 1, Cockspur Street, S.W.; 38, Leadenhall Street, E.C.
NEW YORK: 17, Battery Place.

CANADIAN PACIFIC RAILWAY.

(ATLANTIC SERVICE.)

FLEET.

Empress of Britain.	*Lake Michigan.*	*Monmouth.*
Empress of Ireland.	*Mount Temple.*	*Montezuma.*
Lake Manitoba.	*Montrose.*	*Mount Royal.*
Lake Champlain.	*Montfort.*	*Milwaukee.*
Lake Erie.	*Montcalm.*	*Montreal.*

SAILINGS.

Liverpool, Bristol direct, and **London to Canada** (*via* **Antwerp**).

Canadian Summer Ports, Quebec and Montreal.

Winter Port, St. John, N.B.

Outwards, Liverpool Service, Wednesdays or Fridays. Other Services variable.

Homewards, Liverpool Service, Saturdays or Fridays, Summer and Winter. Other Services variable.

FARES, LIVERPOOL SERVICE.

Single: I. from £10 10 0. II. from £8 0 0. III. from £5 10 0.

NOTE.—China and Japan Service, see page 187. Australian Service, see page 187.

Company's Offices.

LONDON: 62 to 65, Charing Cross, Trafalgar Square, S.W.; 67, King William Street, E.C.

LIVERPOOL: 24, James Street.

BRISTOL: 18, St. Augustine's Parade.

GLASGOW: 67, St. Vincent Street. MANCHESTER: 92, Cross Street.

BELFAST: 41, Victoria Street. ANTWERP: 33, Quai Jordeans.

COMPAGNIE GÉNÉRALE TRANSATLANTIQUE.

FLEET.

La Lorraine.	*L'Aquitaine.*	*La Gascogne.*
La Bretagne.	*La Touraine.*	*La Provence.*
La Savoie.		

SAILINGS.

From **Havre** to **New York.**

Outwards every Saturday.

Homewards every Thursday.

FARES.

Single: I. Winter, from 300 francs; Summer, from 375 francs.

Company's Offices or Agents.

LONDON: 36, Leadenhall Street. PARIS: 6, Rue Auber.

HAVRE: 89, Bd. de Strasbourg. NEW YORK: 32, Broadway.

CUNARD LINE.

ATLANTIC FLEET.

Lucania.	*Carpathia.*	*Caronia.*	TURBINE STEAMERS.
Campania.	*Ivernia.*	*Ultonia.*	*Lusitania.*
Umbria.	*Saxonia.*	*Sylvania.*	*Mauritania.*
Etruria.			*Carmania.*

SAILINGS.

From **Liverpool** to **New York,** calling at **Queenstown.**
Outwards every Saturday (and every alternate Tuesday).
Homewards every Saturday and every alternate Tuesday.
From **Liverpool** to **Boston,** calling at **Queenstown.**
Outwards every alternate Tuesday.
Homewards every alternate Tuesday.

FARES.—On application.

MEDITERRANEAN—NEW YORK.

FLEET.

Carpathia	*Pannonia*
Ultonia	*Salvonia*

SAILINGS.

Regular Sailings between **Trieste, Fiume, Naples, Palermo, Gibraltar, and New York.**

Company's Offices or Agents.

LONDON: 93, Bishopsgate St., E.C.; 29 & 30, Cockspur Street, S.W.
LIVERPOOL: 8, Water St. QUEENSTOWN: Cunard Wharf.
NEW YORK: 29, Broadway. BOSTON: 126, State St.
GLASGOW: 30, Jamaica St. CHICAGO: 67, Dearborn St.
PARIS: 2 bis Rue Scribe.

DOMINION LINE.

(CANADIAN SERVICE.)

FLEET.

Dominion. *Canada.*

SAILINGS.

From **Liverpool** to **Quebec** and **Montreal** (Summer Service).
From **Liverpool** to **Halifax** and **Portland** (Winter Service).
Outwards every Tuesday.
Homewards every Saturday.

FARES.

Single: I. from £11 0 0 II. from £8 0 0
III. £5 10 0

Company's Offices.

LONDON: 1, Cockspur Street.
LIVERPOOL: 27 & 29, James Street.

HAMBURG-AMERICAN LINE (HAMBURG)

FLEET.

Alleghany.
Abessinia.
Acilia.
Adria.
Alesia.
Alexandria.
Altenburg.
Andalusia.
Antonina.
Ambria.
Amerika.
Arabia.
Aragonia.
Arcadia.
Armenia.
Artemisia.
Ascania.
Assyria.
Babitonga.
Batavia.
Bengalia.
Bethania.
Bolivia.
Borussia.
Bosnia.
Brisgavia.
Blücher.
Bulgaria.
Calabria.
Canadia.
C. Ferd-
Laeirz.
Cheruskia.
Christiania.
Constantia.
Croatia.
Dacia.
Deutschland.
Dortmund.
Etruria.
Flandria.
Frisia.
FürstBismarck
Galicia.
Georgia.
Gouveneur
Jaeschke.
Graf
Waldersee.
Graecia.
Granada.
Hamburg.
Hellas.
Helvetia.
Hercynia.
Hispania.
Holsatia.
Hoerde.
Hungaria.
Ithaka.
Kaiserin
Auguste
Victoria.
Karthago.
Kowloon.
La Plata.
Longmoon.
Lyeemoon.
Lydia.
Moltke.
Macedonia.
Markomannia.
Mecklenburg.
Meteor.
Nauplia.
Nassovia.
Nicaria.
Nicomedia.
Nubia.
Numantia.
Numidia.
Oceana.
Parthia.
Patricia.
Pennsylvania.
Polynesia.
Pontos.
Pretoria.
Prinz Adalbert.
Prinz August
Wilhelm.
Prinz Eitel
Friedrich.
Prinz Joachim.
Prinz Oskar.
Prinz Sigismund.
Prinz Waldemar.
Rhenania.
Rhaetia.
Rugia.
Sambia.
Sardinia.
Sarnia.
Savoia.
Saxonia.
Scotia.
Scandia.
Schaumburg.
Schwarzburg.
Senegambia.
Segovia.
Serbia.
Sevilla.
Sibiria.
Sicilia.
Silesia.
Silvia.
Sithonia.
Sparta.
Suevia.
Suian.
Suitai.
Syria.
Teutonia.
Troja.
Tsintau.
Valdivia.
Westphalia.

(EXPRESS SERVICE.)

SAILINGS.

From **Dover*** to **New York,** calling at Cherbourg.

Outwards every Friday.

Homewards to Plymouth every Thursday.

This service is usually limited during the Winter months, when Twin-Screw Steamers run between **New York** and **Genoa.**

FARES.

From London.

Single: I. from £17 19 0 II. £10 13 0

(TWIN SCREW SERVICE.)

SAILINGS.

From **Hamburg** to **New York,** calling at Dover and Boulogne second day.

Outwards every Sunday.

Homewards every Saturday.

FARES.

From London.

Single: I. £13 19 0 II. £10 13 0

Company's Offices or Agents.

LONDON: 14, Cockspur Street, S.W.; 81, Strand, W.C.·

Shaw, Adams & Co., 78, Gracechurch Street, E.C.

NEW YORK: 37, Broadway. DOVER: 57, Strond Street.

PLYMOUTH: 11, Millbay Road.

* Voyage commences at Hamburg.

HOLLAND-AMERICA LINE (ROTTERDAM).

FLEET.

Rotterdam (Building).	*Statendam.*	*Nieuw-Amsterdam.*
Potsdam.	*Rijndam.*	*Noordam.*

SAILINGS.

From **Rotterdam** to **New York,** calling at Boulogne same day.

Outwards every Saturday.

Homewards every Wednesday.

FARES.

Single: I. from £13 0 0 II. £10 0 0

Company's Offices or Agents.

ROTTERDAM: Wilhelminakade. NEW YORK: 39, Broadway.

LONDON: Pall Mall Deposit Co., Carlton St., Regent St., W.: 38, Leadenhall Street, E.C.; 1, Cockspur Street, S.W.

LEYLAND LINE.

FLEET.

Devonian.	*Armenian.*	*Caledonian.*
Winifridean.	*Victorian.*	*Philadelphian.*
Canadian.	*Cestrian.*	*Lancastrian.*
Bohemian.	*Iberian.*	*Georgian.*

SAILINGS.

From **Liverpool** to **New York.**

Outwards and *Homewards* four times a month.

From **Liverpool** to **Boston.**

Outwards and *Homewards* four times a month.

FARES.

Single: I. from £10 0 0

Company's Offices or Agents.

LIVERPOOL: 27-29, James Street.

LONDON: Thomas Ronaldson & Co., Ltd., 120, Fenchurch St., E.C.; Pall Mall Deposit Co., Carlton Street, Regent Street, W.

NEW YORK: 24, State Street.

NORDDEUTSCHER LLOYD LINE (BREMEN).

FLEET.

Kronprinzessin Cecilie.	*Prinz-Regent Luitpold.*	*Kudat.*	*Bonn.*
Kaiser Wilhelm II.	*Prinz Heinrich.*	*Tringganu.*	*Coblenz.*
Kronprinz Wilhelm.	*Prinz Waldemar.*	*Singora.*	*Mainz.*
Kaiser Wilhelm der Grosse.	*Prinz Sigismund.*	*Korat.*	*Nixe.*
Hohenzollern.	*Köln.*	*Bangkok.*	*Najade.*
Trave.	*Frankfurt.*	*Chiengmai.*	*Seeadler.*
Grosser Kurfürst.	*Hannover.*	*Nuen Tung.*	*Kehrewieder.*
Barbarossa.	*Neckar.*	*Dagmar*	*Retter.*
Friedrich der Grosse.	*Erlangen.*	*Mei Lee.*	*Forelle.*
Königin Luise.	*Bayern.*	*Sachsen.*	*Lachs.*
Bremen.	*Sumatra.*	*Preussen.*	*Vulcan.*
König Albert.	*Deli.*	*Weimar.*	*Herkules.*
Prinzess Irene.	*Zieten.*	*Oldenburg.*	*Saturn.*
Prinzess Alice.	*Seydlitz.*	*Darmstadt.*	*Mercur.*
Prinz Ludwig	*Gneisenau.*	*Gera.*	*Heligoland.*
Bülow	*Roon.*	*Stuttgart.*	*Nordeney.*
Yorck.	*Scharnhorst.*	*Karlsruhe.*	*Borkum.*
Goeben.	*Schleswig.*	*Wittekind.*	*Heidelberg.*
Kleist.	*Brandenburg.*	*Willehad.*	*Freiburg.*
Rhein.	*Devawongse.*	*Roland.*	*Würzburg.*
Main.	*Phra Nang.*	*Crefeld.*	*Marburg.*
Prinz Eitel Friedrich.	*Loo Sok.*	*Cassel.*	
	Keong Wai.	*Breslau.*	
	Chow Tai.	*Chemnitz.*	
		Neckar.	BUILDING.
		Aachen.	10 Steamers.

(EXPRESS SERVICE.)

SAILINGS.

From **Southampton*** to **New York,** calling at **Cherbourg.**

* Voyage commences at Bremerhaven.

Outwards Wednesdays (calling at Cherbourg same day).
Homewards (to Plymouth) Tuesdays.

FARES.

Single: I. From £18 12s., according to season.
II. From £10 18 0

(TWIN SCREW SERVICE.)

SAILINGS.

From **Bremerhaven** to **New York,** calling at Southampton or Cherbourg during Summer months (May to October).

Outwards Saturdays (from Southampton or Cherbourg on Sundays).
Homewards (to Plymouth) Thursdays.

FARES (from Southampton).

Single: I. from £13 12 0

Company's Offices or Agents.

BREMEN: Papenstrasse.
LONDON: Keller, Wallis & Co., 26 & 27, Cockspur St., S.W.; 2, King William St., E.C.
SOUTHAMPTON: Canute Road.
NEW YORK: Oelrichs & Co., 5, Broadway.
PARIS: 2 Rue Scribe.

NORDDEUTSCHER LLOYD.

(MEDITERRANEAN SERVICE.)

FLEET.

See page 89.

SAILINGS.

From **Genoa** to **New York,** calling at Naples second day and Gibraltar fourth day.

Outwards four times a month, usually Thursdays.
Homewards four times a month, usually Saturdays.

FARES.

Single: I. from £16 0 0

Company's Offices or Agents.

LONDON: Keller, Wallis & Co., 26 & 27, Cockspur Street, S.W.
2, King William Street, E.C.

GENOA: 10, Piazza S. Siro.

NEW YORK: 5, Broadway.

PRINCE LINE.

FLEET.

Tartar Prince. *Trojan Prince.* *Spartan Prince.*

SAILINGS.

From **Naples** to **New York,** calling at Palermo.

Outwards every 20 days.

Homewards every 20 days.

FARES.

Single: I. £13 0 0

Company's Offices or Agents.

GENOA: Castaldi. NEW YORK: Produce Exchange.

PURITAN LINE.

FLEET.

English King. *Cambrian King.* *Fitzclarence*
Saxon King. *Storm King.*

SAILINGS.

From **Antwerp** to **Baltimore,** calling at Boston.

Outwards every ten days.

Homewards every ten days.

FARES.

Single: I. from £8 0 0

Company's Offices or Agents.

ANTWERP: Thomas Ronaldson & Co., Ltd.
BALTIMORE: Paterson, Ramsay & Co.
BOSTON: Furness, Withy & Co., Ltd.

RED STAR LINE.

FLEET.

Vaderland.	*Kroonland.*	*Menominee.*
Zeeland.	*Finland.*	*Samland.*
Marquette	*Maniton*	

SAILINGS.

From **Antwerp** to **New York,** calling at Dover.

Outwards every Saturday.
Homewards every Saturday.

From **Antwerp** to **Philadelphia.**

Outwards and Homewards fortnightly, Thursdays.

From **Antwerp** to **Boston.**

Outwards fortnightly (Thursdays).
Homewards fortnightly (Fridays).

FARES.

Single: I. from £13 0 0 II. from £10 10 0
Return: 10 per cent. off return portion.

Company's Offices or Agents.

ANTWERP: 22, Kammenstr. NEW YORK: 9, Broadway.
PHILADELPHIA: Bourse Building. BOSTON: 84, State Street.
LONDON: 1, Cockspur Street, and 38, Leadenhall Street.
DOVER: 2, Strond Street.

WHITE STAR LINE.

FLEET.

Adriatic.	*Bovic.*	*Afric.*
Oceanic.	*Republic.*	*Medic.*
Majestic.	*Canopic.*	*Persic.*
Teutonic.	*Romanic.*	*Runic.*
Baltic.	*Cretic.*	*Suevic.*
Cedric.	*Gothic.*	*Cufic.*
Celtic.	*Delphic.*	*Tropic.*
Arabic.	*Athenic.*	*Ionic.*
Cymric.	*Corinthic.*	
Georgic.	*Cevic.*	

SAILINGS.

Between **Liverpool** and **New York,** *via* Queenstown.

Outwards every Thursday.
Homewards every Thursday.

Between **Southampton, Cherbourg** and **New York,** *via* Queenstown westward, and Plymouth eastward.

ROYAL & UNITED STATES MAIL SERVICE.

Outwards every Wednesday.
Homewards every Wednesday.

Between **Liverpool** and **Boston,** *via* Queenstown.

Outwards Wednesdays.
Homewards Wednesdays.

FARES.

Single: I. from Liverpool, £11 0 0; from Southampton, £15 0 0.
II. from Liverpool, £9 0 0; from Southampton, £9 10 0.
III. from £5 10 0.

Regular sailings between New York and the Mediterranean, and Boston and the Mediterranean, calling at Gibraltar, Algiers, Genoa, Naples, Palermo and Alexandria.

Company's Offices.

LIVERPOOL: (Head Office) 30, James Street.
SOUTHAMPTON: Canute Road.
LONDON: 1, Cockspur St., S.W., and 38, Leadenhall St., E.C.
NEW YORK: 9, Broadway.

WILSON LINE.

(NEW YORK AND BOSTON SERVICE.)

FLEET.

Aleppo. *Consuelo.* *Martello.*
Colenso. *Idaho.* *Toronto.*
Colorado.

SAILINGS.

From **Hull** to **New York.**

Outwards every week.
Homewards every week.

From **Hull** to **Boston.**

Outwards every fortnight.
Homewards every fortnight.

FARES.

Single: £10 0 0

Company's Offices or Agents.

HULL: Wilson Line. LONDON: 108, Fenchurch Street.
NEW YORK: Sanderson & Son, 22, State Street.

WILSONS AND FURNESS-LEYLAND LINE.

FLEET.

Chicago.	*Anglian.*	*Bostonian.*
Cambrian.	*Columbian.*	*Virginian.*

SAILINGS.

From **London** to **Boston.**

Outwards every Wednesday.
Homewards every Saturday.

FARES.

Single: I. from £8 0 0.

Company's Offices or Agents.

LONDON: 120, Fenchurch Street, E.C.
BOSTON: 25, Water Street.

Caribbean Sea and Gulf of Mexico.

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ATLAS SERVICE.

(HAMBURG-AMERICAN LINE.

FLEET.

See page 86.

SAILINGS.

From **New York** for **Kingston, Savanilla, Cartagena, Port Limon** (alternate steamers call at Greytown) and **New York.**

Outwards, for round trip, weekly (Saturday).

For **Gonaives, Port-au-Prince, St. Marc, Aux Cayes, Jacmel, Santa** and **New York.**

Outwards, for round trip, fortnightly (Saturday).

For **Cape Haiti, Port-de-Paix, Petit Goave, Miragoane, Jeremie.**

Outwards for round trip monthly (Friday).

For **Cape Haiti, Port-de-Paix, Port-au-Prince,** and **Jeremie.**

Outwards for round trip monthly (Friday).

FARES.

From NEW YORK: I. Kingston, £8 6 8; Cap Haitien, £10 0 0; Port-au-Prince and Gonaives, £12 0 0; Petit Goave, Jeremie, Aux Cayes and Jacmel, £14 0 0; Savanilla and Carthagena, £15 0 0; Port Limon, £16 0 0; Greytown, £17 0 0.

Company's Offices or Agents.

NEW YORK: 17, State St. LONDON: 46, St. Mary Axe, E.C.

CLYDE LINE.

(OF THE UNITED STATES.)

SAILINGS.

From **New York** to **Charleston, S.C.,** and **Jacksonville, Fla.**

Outwards three times a week.

Homewards three times a week.

Company's Offices or Agents.

NEW YORK: 19, State Street.

ELDERS & FYFFES, LTD.

FLEET.

Manistee.	*Chickahominy.*	*Zent.*
Matina.	*Appomattox.*	*Nicoya.*
Miami.	*Greenbrier.*	*Pacuare.*
Oracabessa.	*Barranca.*	*Chirripo.*
Reventazon.		

SAILINGS.

From **Manchester** to **Port Limon** (Costa Rica).

Outwards every Saturday.

Homewards every Friday.

From **Bristol** to **Port Limon** (Costa Rica).

Outwards every alternate Thursday.

Homewards every alternate Tuesday.

FARES.

From Manchester or Bristol to Port Limon :—Single, First Class, from £18 to £20, according to Steamer; Return, First Class, from £34 to £38, according to Steamer.

Company's Offices.

MANCHESTER: 207, Deansgate.

LONDON: 9—12, Bow Street, W.C.

BRISTOL: 25, Welsh Back.

PORT LIMON: The United Fruit Company.

DEMERARA, BERBICE AND "DIRECT" S.S. CO.'S LINES.

SAILINGS.

From **London** for **Demerara** and **Surinam,** calling at St. Michael's and Berbice.

Outwards fortnightly.

Homewards fortnightly.

FARES.

I. St. Michael's, £8 8 0; Demerara, £17 10 0; Berbice and Surinam, £20 0 0.

Company's Offices or Agents.

LONDON: 86, Leadenhall Street, E.C.

IMPERIAL DIRECT WEST INDIA MAIL SERVICE.

FLEET.

Port Royal.	*Port Kingston.*	*Delta.*
Port Maria.	*Port Antonio.*	*Port Henderson.*

SAILINGS.

From **Bristol** (Avonmouth) to **Kingston, Jamaica** (calling at Turk's Island outwards).

Outwards fortnightly (on alternate Saturdays).

Homewards fortnightly (on alternate Thursdays).

FARES.

I.	Single:	£18 to £25.	II.	Single:	£14.
	Return:	£32 to £40.		Return:	£25.

Special rates for Children :—3 to 10 years, £6; 10 to 16, £8 8 0; 16 to 18, £12.

Company's Offices or Agents.

BRISTOL: Elder, Dempster & Co., Canada House, Baldwin St.
LIVERPOOL: Elder, Dempster & Co., Colonial House, Water St.
LONDON: Elder, Dempster & Co., 4, St. Mary Axe, E.C.
KINGSTON, JAMAICA: E. A. H. Haggart (General Agent).

LARRINAGA LINE.

SAILINGS.

From **Liverpool** to **Havana.**

Outwards about fortnightly.

Homewards about fortnightly.

FARES.

Single: I., £20 0 0.

Company's Offices or Agents.

LIVERPOOL: Larrinaga & Co., 30, James Street.
HAVANA: Galbaa & Co.

MANCHESTER LINERS.

SAILINGS.

From **Manchester** to **New Orleans.**

Outwards and *Homewards* every ten days during season.

FARES on application.

Company's Offices: 13, St. Ann Street, Manchester.

MUNSON LINE.

(OF THE UNITED STATES.)

SAILINGS.

From **New York** to **Mantanzas,** twice a month.

From **Nuevitas** to **New York,** twice a month.

From **Mantanza** to **New York,** twice a month.

From **Mobile** to **Havana,** twice a month.

From **Havana** to **Mobile,** twice a month.

Also services between **Mobile** and **Santiago, Guatanamo, Cienfuegos, Casilda, Manzanillo, Sagua, Caibarien.**

Company's Offices or Agents.

NEW YORK: 27, William Street.

ROYAL MAIL STEAM PACKET COMPANY.

FLEET.

Aragon.	*Wear.*	*Tamar.*	*Thames.*	*Segura.*
Amazon.	*Atrato.*	*Arno.*	*Clyde.*	*Severn.*
Araguaya.	*Orinoco.*	*Kennet*	*Magdalena.*	*Tyne.*
Avon.	*Trent.*	*Conway.*	*Parana.*	*Eider.*
Solent.	*Tagus.*	*Caroni.*	*Pardo.*	*Ortona.*
Dee.	*Eden.*	*Catalina.*	*Potaro.*	*Oroya.*
Spey.	*Esk.*	*Nile.*	*Marima.*	*Oruba.*
Taw.	*La Plata.*	*Danube.*	*Sabor.*	*Orotava.*
Tees.	*Teviot.*			

SAILINGS.

From **Southampton** for **Barbados, Trinidad,* La Guaira, Puerto Colombia, Colon, Jamaica,** thence to New York.

Outwards alternate Wednesdays.
Homewards fortnightly.

The Company's Transatlantic Mail Steamers are despatched from Southampton for the West Indies every alternate Wednesday. These Steamers, conveying Passengers, Specie, Cargo, and Parcels, all go direct to Barbados and Trinidad, whence Branch Steamers proceed as under :—

One every two weeks from Barbados to Demerara, touching at St. Vincent and Grenada.

One every two weeks from Barbados to Grenada, St. Vincent, Barbados, St. Lucia, Martinique, Dominica, Guadeloupe, Montserrat, Antigua, Nevis, St. Kitts, returning from St. Kitts to Barbados *via* the same ports.

The Transatlantic Mail Steamers proceed from Barbados to Trinidad, La Guaira, Puerto Colombia (Savanilla), Colon, Jamaica, and New York, returning thence to Barbados, calling at Jamaica, Colon, Puerto Colombia (Savanilla), La Guaira, Trinidad, connecting there with the Branch Steamers from Demerara and the Northern Islands.

In addition to the fortnightly sailings between Trinidad and Demerara, there are also weekly sailings, as per Time Tables.

The ports touched at by the Homeward Mail Steamer , after leaving Barbados, are Cherbourg and Southampton, calling at St. Michael's for coal if necessary.

FARES.

See next page.

The Company's Coastal Steamers serve the Outports of Jamaica, Dominica, Trinidad, Tobago, Grenada, and St. Lucia.

Company's Offices.

LONDON : 18, Moorgate Street, E.C.; 32, Cockspur Street, S.W. SOUTHAMPTON : Canute Road. MANCHESTER : 5, Albert Square. BIRMINGHAM : 86, Colmore Row. LIVERPOOL : 14, Castle Street. GLASGOW : 125, Buchanan Street.

FARES.

TRANSATLANTIC VOYAGES.

Passengers must pay their own Expenses when waiting for connecting Steamers.

SOUTHAMPTON. To or From.	SINGLE TICKETS, OUT OR HOME.					RETURN TICKETS, OUT OR HOME.				
	FIRST CABIN*			SECOND CABIN	STEERAGE (Men Only)	FIRST CABIN*			SECOND CABIN	
	COL. 1.	COL. 2.	SERVANTS			COL. 1.	COL. 2.	SERVANTS		
	£ s.	£ s.	£ s.	£	£	£ s.	£ s.	£ s.	£	
Antigua	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Barbados	30 0	24 0	17 10	18	10	48 0	38 0	26 10	27	
‡Colon (Aspinwall)..	35 0	30 0	20 0	20	12	52 10	45 0	30 0	30	
Demerara . ..	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Dominica	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Grenada	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Guadeloupe . ..	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Jamaica . ..	35 0	30 0	20 0	20	12	52 10	45 0	30 0	30	
La Guayra	30 0	25 0	17 10	20	12	48 0	40 0	26 10	30	
New York ..	40 0	35 0	25 0	25	†	70 0	60 0	40 0	40	
Martinique	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Montserrat	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Nevis	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
St. Kitts	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
St. Lucia	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
St. Vincent	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
†P. Colombia (Savanilla)	35 0	30 0	20 0	20	12	52 10	45 0	30 0	30	
Tobago..	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
Trinidad	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	
St. Thomas	30 0	25 0	17 10	20	10	48 0	40 0	26 10	30	

Steerage Return Tickets not Issued.

* Column 1.—Main and Upper Decks, Outside, Forward, and a few Aft. Column 2.—Main Deck Amidships, and Aft with few exceptions. † Not issued.

The above distinctions in First Class accommodation apply more particularly to the Transatlantic Voyages, but they will also be adhered to as far as practicable on board the Intercolonial Vessels.

ROYAL DUTCH WEST INDIA MAIL SERVICE.

FLEET.

Oranje Nassau.
Prins Frederik Hendrik.
Prins Willem I.
Prins Willem II.
Prins Willem III.
Prins Willem IV.
Prins Willem V.
Prins der Nederlanden.
Prins Maurits.

SAILINGS.

From **Amsterdam** for **Paramaribo, Demerara, Trinidad, Carupano, Cumana, Guanta, La Guayra, Puerto Cabello, Curaçoa, Jacmel, Aux Cayes** and **Port-au-Prince,** thence to **New York** (on 1st and 15th of each month).

For **Port-au-Prince, Aux Cayes, Jacmel** and **Curaçoa** (fortnightly) from New York.

FARES.

Amsterdam or London to any South American Port of call, including Trinidad, I. £33 0 0, II. £16 10 0; Curaçoa, Jacmel, Aux Cayes and Port-au-Prince, I. £37 10 0, II. £18 15 0.

Company's Offices or Agents.

LONDON: Browne, Geveke & Co., 102, Fenchurch Street, E.C.

WARD LINE.

SAILINGS.

NEW YORK AND TAMPICO SERVICE.—Leave **New York** Thursdays, arrive **Tampico** Saturdays; leave **Tampico** Fridays, arrive **New York** Saturdays.

NASSAU, SANTIAGO DE CUBA AND CIENFUEGOS STEAMERS leave **New York** on alternate Thursdays, arrive **Nassau** Mondays, leave **Nassau** Mondays; arrive **Santiago de Cuba** Thursdays, leave **Santiago de Cuba** Thursdays; arrive **Cienfuegos** Saturdays, leave **Cienfuegos** Wednesdays; leave **Santiago de Cuba** Saturdays; leave **Nassau** Mondays; arrive **New York** Fridays.

HAVANA EXPRESS SERVICE.—Leave **New York** Saturdays, arrive **Havana** Wednesdays; leave **Havana** Saturdays, arrive **New York** Tuesdays.

NEW YORK, HAVANA AND MEXICO.—Leave **New York** Thursdays, arrive **Havana** Mondays; leave **Havana** Mondays, arrive **Progreso** Wednesdays; arrive **Campeche** Thursdays; arrive **Vera Cruz** Saturdays, leave **Vera Cruz** Thursdays; arrive **Progreso** Saturdays, leave **Progreso** Saturdays; arrive **Havana** Mondays, leave **Havana** Tuesdays; arrive **New York** Saturdays.

FARES.

From NEW YORK to	1st Class.	1st Class Round Trip.	Intermediate.
	$	$	$
HAVANA	40·00	70·00	20·00
PROGRESO	60·00	105·00	35·00
VERA CRUZ	60·00	105·00	35·00
TAMPICO	40·00	80·00	25·00
MEXICO CITY (*via* Vera Cruz or Tampico)	65·00	115·00	40·00
MEXICO CITY (*via* Vera Cruz, and Return *via* Tampico, or *vice versa*)	..	115·00	..
NASSAU	40·00	60·00	20·00
GUANTANAMO	50·00	90·00	25·00
SANTIAGO	50·00	90·00	25·00
MANZANILLO	60·00	100·00	30·00
CIENFUEGOS	50·00	90·00	25·00

Company's Offices or Agents.

LONDON: Ben. Ackerley & Son, 9 & 10, Fenchurch Street.

NEW YORK: 113, Wall Street.

WEST INDIA AND PACIFIC SERVICE.

(F. LEYLAND & CO. (1900) LTD.)

FLEET.

Alexandrian.	*Californian.*	*European.*	*Nicaraguan.*
American.	*Colombian.*	*Floridian.*	*Tampican.*
Antillian.	*Colonian.*	*Indian.*	*Texan.*
Atlantian.	*Costa Rican.*	*Jamaican.*	*William Cliff.*
Barbadian.	*Cuban.*	*Louisianian.*	*Yucatan.*
Bernard Hall.	*Darien.*		

SAILINGS.

From **Liverpool** to **New Orleans.**

Outwards every month.

Homewards every month.

From **Liverpool** to **St. Thomas, Colon, Kingston, Vera Cruz, Tampico** and **Progreso.**

Outwards every fortnight.

Homewards direct, *via* Gulf Ports, every fortnight.

From **Liverpool** to **Barbados, Trinidad, La Guayra, Puerto Cabello, Curaçao, Savanilla** and **Carthagena.**

Outwards every fortnight.

Homewards, via Gulf Ports, every fortnight.

FARES.

From LIVERPOOL or LONDON to	First Class. £	s.	d.
Barbados, Trinidad, St. Thomas and Kingston (Jamaica) ..	20	0	0
La Guayra, Puerto Cabello, Curacao, Santa Martha, Savanilla, Carthagena and Colon	22	0	0
Puerto Barrios, Vera Cruz, Progreso and Tampico ..	25	0	0

To New Orleans by the direct Steamers, £16 from Liverpool only.
Return Tickets (available for 6 months) £30.

Company's Offices or Agents.

Liverpool: 27, James Street.

New Orleans: M. J. Sanders, Cotton Exchange Buildings.

South Atlantic Ocean (West).

—*—

BOOTH LINE.

FLEET.

Madeirense.	*Jerome.*	*Dominic.*
Grangense.	*Hilderbrand.*	*Gregory.*
Cametense.	*Hubert.*	*Anselm.*
Fluminense.	*Benedict.*	*Obidense.*
Maranhense.	*Bernard.*	*Boniface.*
Cearense.	*Basil.*	*Justin.*
Amazonense.	*Horatio.*	*Cuthbert.*
Augustine.	*Dunstan.*	*Lanfranc.*
Ambrose.	*Polycarp.*	*Antony.*
Clement.		

SAILINGS.

From **Liverpool** for **Para** and **Manaos,** calling at Havre, Oporto, Lisbon and Madeira.

Outwards every ten days.

Homewards every ten days.

FARES.

From **Liverpool.**

	Oporto.	Lisbon.	Madeira.	Para.	Manaos.
Single:	£6	£6	£10	£26	£30

Fares from **London** (*via* Southampton and Havre), ten shillings extra.

Return tickets are issued at the rate of a single fare and two-thirds, and are available for Madeira and Brazil 12 months, for other ports 6 months.

Tours are arranged throughout the year to Portugal, Spain, and Madeira. Inclusive charges, £12 to £42.

Company's Offices or Agents.

LIVERPOOL: 30, James Street. MANAOS: Booth & Co.

LONDON: 8, Adelphi Terrace, Strand, W.C.; Moxon, Salt & Co., 101, Leadenhall Street, E.C.

HAMBURG SOUTH AMERICAN LINE.

FLEET.

Cap Blanco. *Cap Ortegal.* *Cap Verde.*
Cap Frio. *Cap Roca.*

SAILINGS.

From **Hamburg** to **Buenos Ayres,** calling at Dover, Boulogne, Corunna, Vigo, Tenerife and Monte Video.

Outwards twice monthly.

Homewards twice monthly.

FARES.

First Class fares from **Dover** to:—Vigo or Corunna, £7 10 0; Tenerife, £15 0 0; Monte Video or Buenos Ayres, from £33 0 0.

Company's Offices or Agents.

LONDON: 14, Cockspur Street, S.W.; 81, Strand, W.C.; Shaw, Adams & Co., 78, Gracechurch Street, E.C.

SOUTHAMPTON, DOVER and PLYMOUTH: Smith, Sundius & Co.

LIVERPOOL: C. W. Bullock & Co., 22, Lime Street.

HOULDER LINE.

FLEET.

Elstree Grange. *Southern Cross.* *Langton Grange.*
Royston Grange. *Hornby Grange.* *Oswestry Grange.*
Beacon Grange. *Ovingdean Grange.* *Drayton Grange.*
Rippingham Grange. *Urmston Grange.*

SAILINGS.

From **London** to **Buenos Ayres,** calling at Newport, Mon., Las Palmas, Monte Video and Rosario.

Outwards every month.

Homewards every month.

FARES.

To **Buenos Ayres**:—

Single:	I.	£25	0	0	II.	£12	10	0
Return:	I.	£42	0	0		—		

Company's Offices or Agents.

LONDON: 146, Leadenhall Street, E.C.

BUENOS AYRES: 337, Calle Cuyo.

KOSMOS STEAMSHIP COMPANY.

FLEET.

Negada.
Osiris.
Serapis.
Theben.
Denderah.
Abydos.
Ammon.
Amasis.
Hathor.
Luxor.
Ramses.
Neko.
Memphis.
Tanis.
Karnak.
Menes.
Pentaur.
Assuan.
Mera.
Radames.
Anubis.
Sesostris.
Hermonthis.
Esne.
Elkab.
Edfu.
Uarda.
Sais.
Setos.
Salatis.

SAILINGS.

From **London** to **Punta Arenas, Coronel, Talcahuano, Valparaiso, Antofagasta, Iquique, Arica, Mollendo, Callao, Guayaquil, Corinto, Amapala, La Union, La Libertad, Acajutla, San José de Guatemala, Champerico, Ocos, San Benito, Acapulco, Manzanillo, San Blas, Mazatlan, San Francisco, Puget Sound.**

Outwards every four weeks.

Homewards every four weeks.

FARES.

From LONDON to	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.
PUNTA ARENAS (Straits of Magellan) ..	40 0 0	25 0 0	14 0 0
CORRAL, CORONEL, TALCAHUANO, VALPARAISO, ANTOFAGASTA, IQUIQUE AND ARICA	50 0 0	30 0 0	15 0 0
MOLLENDO, PISCO AND CALLAO	55 0 0	33 0 0	16 0 9
GUAYAQUIL, MANTA, TUMACO AND BUENAVENTURA	60 0 0	40 0 0	20 0 0
PORTS IN CENTRAL AMERICA, between PUNTA ARENAS AND OCOS, both inclusive	75 0 0	50 0 0	25 0 0
SAN FRANCISCO	85 0 0	60 0 0	35 0 0

Company's Offices or Agents.

LONDON: Browne, Geveke & Co., 102, Fenchurch Street.

LAMPORT AND HOLT LINE.

FLEET.

Canova.	*Canning.*	*Chaucer.*
Cervantes.	*Bellagio.*	*Sallust.*
Cavour.	*Garrick.*	

SAILINGS.

From **London** for **Callao,** calling at Monte Video, Buenos Ayres, Rosario, Santos, Rio Grande do Sul and West Coast Ports.

Outwards every fortnight.

Homewards every fortnight.

From **Liverpool** for **Callao,** calling at same ports as the above service.

Outwards every fortnight.

Homewards every fortnight.

FARES.

From LONDON or LIVERPOOL to	1st Class. Single. £ s. d.	From LONDON or LIVERPOOL to	1st Class. Single. £ s. d.
OPORTO (Leixoes) .. .. LISBON	6 0 0	SANTOS .. .. RIO GRANDE DO SUL .. PORTO ALEGRE .. .. SANTA CATHARINA	25 0 0
BAHIA .. .. RIO DE JANEIRO .. .. MONTE VIDEO.. .. .. BUENOS AYRES .. .. ROSARIO..	20 0 0	VALPARAISO, up to and including CALDERA ..	35 0 0
		WEST COASTS PORTS, up to and including CALLAO ..	40 0 0

Company's Offices or Agents.

LONDON: 36, Lime Street, E.C. LIVERPOOL: 21, Water Street.

MacIVER LINE.

FLEET.

Brittany. *Normandy.* *Tartary.*
Araby. *Lombardy.* *Burgundy.*
Barbary.

SAILINGS.

From **Liverpool** for **Buenos Ayres,** calling at Monte Video and Rosario.

Outwards every fortnight.

Homewards every fortnight.

FARES.

From Liverpool to Buenos Ayres, £20 0 0.

Company's Offices.

LIVERPOOL: David MacIver & Co., 16, Brunswick Street.

NORDDEUTSCHER LLOYD.

FLEET.

See page 89.

SAILINGS.

From **Bremen** for **Buenos Ayres,** calling at Antwerp, Corunna,* Vigo and Monte Video.

Outwards every 28 days, on Thursdays.

Homewards every 28 days.

FARES.

On application.

Company's Offices or Agents.

BREMEN: Papenstrasse.

LONDON: Keller, Wallis & Co., 26 & 27, Cockspur Street, S.W.; 2, King William Street, E.C.

SOUTHAMPTON: Keller, Wallis & Co., Canute Road.

BUENOS AYRES: Vogler & Duckwitz.

PACIFIC STEAM NAVIGATION CO.

FLEET.

Ortona.
Oravia.
Orissa.
Oropesa.
Galicia.
Orellana.
Orcana.
Sorata.
Corcovado.
Sarmiento.
Inca.
Magellan.
Antisana.
Colombia.
Guatemala.
Chile.
Peru.
Santiago.
Puno.
Pizarro.
Mendoza.
Arica.
Ecuador.
Quito.
Manavi.
Taboga.
Chiriqui.
Assistance.
Perlita.
Oroya.
California.
Mexico.
Panama.
Victoria.

SAILINGS.

From **Liverpool** for **Valparaiso,** calling at La Pallice-Rochelle, Corunna, Carril, Vigo, Leixoes, Lisbon, St. Vincent, Pernambuco, Bahia, Rio de Janeiro, Monte Video, Port Stanley, Punta Arenas, Coronel and Talcahuano.

Outwards every alternate Thursday.

Homewards every fortnight.

FARES.

From LIVERPOOL to	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.
La Pallice-Rochelle	4 4 0	2 10 0	1 10 0
Corunna, Carril, Vigo	7 0 0	4 10 0	2 0 0
Leixoes, Lisbon	8 0 0	5 0 0	3 0 0
St. Vincent	20 0 0	15 0 0	6 0 0
Pernambuco	31 0 0	22 0 0	8 0 0
Bahia	33 0 0	22 0 0	8 0 0
Rio de Janeiro	33 0 0	22 0 0	8 0 0
Monte Video, Buenos Ayres	39 0 0	22 0 0	8 0 0
Rosario	40 0 0	23 0 0	8 10 0
Sandy Point	45 0 0	25 0 0	14 0 0
Coronel, Talcahuano, Valparaiso	65 0 0	30 0 0	18 0 0

Company's Offices or Agents.

LIVERPOOL: 31, James Street.

LONDON: Anderson, Anderson & Co., 5, Fenchurch Avenue, E.C.

MANCHESTER: St. Margaret's Chambers, Piccadilly.

VALPARAISO: Pacific Steam Navigation Company.

ROYAL MAIL STEAM PACKET COMPANY.

FLEET.

See page 98.

SAILINGS.

From **Southampton** for **Buenos Ayres,** calling at Cherbourg, Corunna, Vigo, Leixoes, Lisbon, Madeira, St. Vincent (Cape de Verde), Pernambuco, Bahia, Rio de Janeiro, Santos and Monte Video.

Outwards every Friday.
Homewards every week.

FARES.

See Tables, pages 110 and 111.

Company's Offices or Agents.

LONDON: 18, Moorgate Street, E.C.; 32, Cockspur Street, S.W.
SOUTHAMPTON: Canute Road. MANCHESTER: 5, Albert Square.
BIRMINGHAM: 86, Colmore Row. LIVERPOOL: 14, Castle Street.
GLASGOW: 125, Buchanan Street.
Offices in RIO SAN PAULO and BUENOS AYRES.

BRAZIL AND RIVER PLATE MAIL SERVICE.

PASSENGER FARES.—FIRST CABIN.

ALL BAGGAGE AT PASSENGERS' OWN RISK, UNLESS INSURED—

FROM	SOUTHAMPTON.		CHERBOURG.		†VIGO.		LISBON.		ST. VINCENT.		PERNAMBUCO.		BAHIA.		RIO DE JANEIRO.		SANTOS.		MONTE VIDEO.		BUENOS AYRES.	
	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.	Sing.	Ret.
SOUTHAMPTON	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
Ordinary Rate	..	..	2 0	..	6 10	9 15	8 0	12 0	20 0	30 0	31 0	50 0	33 0	53 0	33 0	53 0	34 0	54 0	38 0	62 0	39 0	62 0
Extra Rate	..	..	..	..	8 0	12 0	10 0	15 0	23 0	34 10	34 0	54 0	36 0	58 0	39 0	62 0	40 0	64 0	44 0	70 0	44 0	70 0
CHERBOURG																						
Ordinary Rate	2 0	..	..	..	6 10	9 15	7 0	10 10	20 0	30 0	31 0	50 0	33 0	53 0	33 0	53 0	34 0	54 0	37 0	59 0	37 0	59 0
Extra Rate	..	..	..	..	8 0	12 0	10 0	15 0	23 0	34 10	34 0	54 0	36 0	58 0	39 0	62 0	40 0	64 0	44 0	70 0	44 0	70 0
VIGO																						
Ordinary Rate	6 10	9 15	6 10	9 15	..	..	3 0	4 10	14 0	19 10	25 0	40 0	26 0	42 0	30 0	48 0	31 0	50 0	33 0	53 0	33 0	53 0
Extra Rate	8 0	12 0	8 0	12 0	..	..	..	..	17 0	27 0	29 0	46 0	30 0	48 0	35 0	56 0	36 0	58 0	39 0	62 0	39 0	62 0
LISBON																						
Ordinary Rate	8 0	12 0	7 0	10 10	3 0	4 10	..	..	12 0	18 0	23 0	37 0	25 0	40 0	28 0	45 0	29 0	46 0	33 0	53 0	33 0	53 0
Extra Rate	10 0	15 0	10 0	15 0	..	..	..	..	16 0	24 0	26 0	42 0	29 0	46 0	33 0	53 0	34 0	54 0	39 0	62 0	39 0	62 0
ST. VINCENT																						
Ordinary Rate	20 0	30 0	20 0	30 0	14 0	21 0	12 0	18 0	..	..	15 0	22 10	18 0	27 0	22 0	33 0	23 0	..	30 0	45 0	30 0	45 0
Extra Rate	25 0	37 10	25 0	37 10	18 0	27 0	16 0	24 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PERNAMBUCO											Milreis	Milreis	Milreis	Milreis	Milreis	Milreis	Milreis	Milreis				
Ordinary Rate	31 0	50 0	31 0	50 0	25 0	40 0	23 0	37 0	15 0	22 10	..	..	75	112·50	200	300	230	345	18 0	27 0	18 0	27 0
Extra Rate	34 0	54 0	34 0	54 0	29 0	46 0	26 0	42 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BAHIA																						
Ordinary Rate	33 0	53 0	33 0	53 0	26 0	42 0	25 0	40 0	18 0	27 0	75	112·500	..	..	150	225	180	270	16 0	24 0	16 0	24 0
Extra Rate	36 0	58 0	36 0	58 0	30 0	48 0	29 0	46 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
RIO DE JANEIRO																						
Ordinary Rate	33 0	53 0	33 0	53 0	30 0	48 0	28 0	45 0	22 0	33 0	200	300	150	225	..	..	40	60	10 0	15 0	10 0	15 0
Extra Rate	39 0	62 0	39 0	62 0	35 0	56 0	33 0	53 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SANTOS																						
Ordinary Rate	34 0	54 0	34 0	54 0	31 0	50 0	29 0	46 0	23 0	34 10	230	345	180	270	40	60	..	..	8 0	12 0	8 0	12 0
Extra Rate	40 0	64 0	40 0	64 0	36 0	58 0	34 0	54 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MONTE VIDEO											£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.				
Ordinary Rate	39 0	62 0	37 0	59 0	33 0	53 0	33 0	53 0	30 0	45 0	18 0	27 0	16 0	24 0	10 0	15 0	8 0	12 0	..	..	1 12	..
Extra Rate	44 0	70 0	43 0	70 0	39 0	62 0	39 0	62 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BUENOS AYRES																						
Ordinary Rate	39 0	62 0	37 0	59 0	33 0	53 0	33 0	53 0	30 0	45 0	18 0	27 0	16 0	24 0	10 0	15 0	8 0	12 0	1 12	..	..	..
Extra Rate	44 0	70 0	44 0	70 0	39 0	62 0	39 0	62 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Tour round South America, via Straits of Magellan, £111 13s. 10d.
Ditto, ditto, via Overland between Buenos Ayres and Valparaiso, £101 1s. 10d.
£3 2s. 6d. extra when the voyage along the Pacific Coast is from North to South.
Through Tickets to Rosario and vice versâ—
Single Journey, £1 extra; Double Journey, £2 extra.

N.B.—First Class Return Tickets from Southampton to River Plate are available for Return from Colon by the Company's West Indies Service.
The above rates are for Single Berths only. For the exclusive use of one Passenger, a cabin with Two Berths will be charged for at the rate of 1½ Fares, and Half Fare for each extra Berth.

From Southampton to Madeira.—First Class—£ s. d.
Sept. to Nov. inclusive. £13 10 0 / £15 10 0 } According to position of Berth.
Other Seasons £12 10 0 / £14 10 0 } According to position of Berth.

From Madeira to Southampton
First Class—£ s. d.
April & May inclusive. £12 10 0 / £14 10 0 } According to position of Berth.
Other Seasons £11 10 0 / £13 10 0 } According to position of Berth.

Lisbon to Madeira and vice versâ—1st, £5 10s.; 2nd, £4; 3rd, £2

Passengers to Madeira returning within six months of landing are allowed 20 per cent. abatement from the Fare for the second voyage.

PASSENGER FARES.—SECOND CABIN AND THIRD CLASS.

FROM	SOUTHAMPTON		† VIGO		LISBON		ST. VINCENT		PERNAMBUCO		BAHIA		RIO DE JANEIRO		SANTOS		MONTE VIDEO		BUENOS AYRES	
	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
SOUTHAMPTON ..	..	..	4 10	2 0	5 0	3 0	15 0	6 0	22 0	8 0	22 0	8 0	22 0	8 0	22 0	8 0	22 0	8 0	22 0	8 0
CHERBOURG	..	..	4 10	2 0	5 0	3 0	14 0	6 0	20 0	7 10	20 0	7 10	20 0	7 10	20 0	7 10	20 0	8 0	20 0	8 0
VIGO	4 10	2 0	..	..	2 0	1 0	10 0	6 0	18 0	Pesetas 250	18 0	Pesetas 250	19 0	Pesetas 250	19 0	Pesetas 250	19 0	Pesetas 250	19 0	Pesetas 250
LISBON	5 0	3 0	2 0	1 0	..	..	9 0	Milreis 25	16 0	Milreis 37	17 0	Milreis 37	19 0	Milreis 37	19 0	Milreis 37	19 0	Milreis 42	19 0	Milreis 42
ST. VINCENT	15 0	6 0	10 0	6 0	9 0	Milreis 25	..	..	10 0	£ s. 5 0	13 0	£ s. 5 0	16 0	£ s. 5 0	17 0	£ s. 5 0	18 0	£ s. 6 0	13 0	£ s. 6 0
PERNAMBUCO....	22 0	10 0	18 0	Milreis 175	15 0	175	9 0	£ s. 5 0	..	..	Milreis 50	Milreis 40	Milreis 130	Milreis 80	Milreis 160	Milreis 110	10 0	6 0	10 0	6 0
BAHIA	22 0	10 0	18 0	175	17 0	175	13 0	5 0	Milreis 50	Milreis 40	..	..	100	60	135	90	9 0	6 0	9 0	6 0
RIO DE JANEIRO	22 0	10 0	19 0	175	19 0	176	16 0	5 0	130	80	100	60	..	..	30	20	6 0	3 0	6 0	3 0
SANTOS	22 0	10 0	19 0	175	19 0	175	17 0	5 0	160	110	135	90	30	20	..	..	6 0	Milreis 60	6 0	Milreis 60
MONTE VIDEO ..	22 0	9 0	19 0	£ s. 9 0	19 0	£ s. 9 0	18 0	6 0	£ s. 19 0	£ s. 6 0	£ s. 9 0	£ s. 6 0	£ s. 6 0	£ s. 3 0	£ s. 6 0	£ s. 2 8	..	..	..	..
BUENOS AYRES..	22 0	9 0	19 0	9 0	19 0	9 0	18 0	6 0	19 0	6 0	9 0	6 0	6 0	3 0	6 0	2 8	..	..	..	..

THROUGH TICKETS TO ROSARIO and *vice versa*—Single Journey, Second Class, £1 extra, Double Journey, £2 extra; Third Class, 10s. extra.

Return Tickets Second Cabin are issued subject to the same regulations as those for First Cabin, but at a Reduction of 10 % from the two Single Fares.

SERVANTS.—Passengers' male and female servants will be charged TWO-THIRDS of the lowest rate for Adult First Cabin Passengers, for either Single or Return Tickets, and no abatement will be made on account of age. Men Servants are berthed in the Second Saloon accommodation. Women servants have beds made up in the Ladies' Saloon, or otherwise, as convenient.

CHILDREN.—Under 12, Half Fare; under 6, Quarter Fare; under 2, Free. SCHOOL CHILDREN under 16 years of age—First Class Ordinary Berths, Southampton to Brazil, £23 Single, £40 Return (valid three months); River Plate, £28 Single, £45 Return (valid three months). To Vigo, £5 Single, £7 10s. Return. To Lisbon, £6 Single. £9 Return. Certificate of age required.

† Spanish Government Tax—Vigo and all Spanish Ports—Passengers on taking Tickets must pay, in addition to the Passage Money, the following sums:

Passages between Spain and South America.
1st Class—25 Pesetas.
2nd Class—15 „
3rd Class— 5 „

Passages to or from Spain and Europe.
1st Class—4 Pesetas, say 3/-
2nd Class—2 „ say 1/6
3rd Class—1 Peseta, say 9d.

MADEIRA, from or to SOUTHAMPTON, 2nd Class £8.

Under Article 6 of the Brazilian Budget Law of November, 1899, a Tax is levied on Passengers *leaving* Brazil of 30 Milreis for each First Class, 20 Milreis for each Second Class, and 5 Milreis for each Third Class Passenger. Children in proportion.

South Atlantic Ocean (East).

—*—

BRITISH AND AFRICAN STEAM NAVIGATION COMPANY, LIMITED,

AND

AFRICAN STEAMSHIP COMPANY.

FLEET.

Montauk.	*Loanda.*	*Cabenda.*	*Iddo.*
Sangara.	*Bonny.*	*Coomassie.*	*Egga.*
Prah.	*Boma.*	*Etolia.*	*Kano.*
Bornu.	*Teneriffe.*	*Ethiopia.*	*Ackabo.*
Sokoto.	*Madeira.*	*Lycia.*	*Buruta.*
Oron.	*Roquelle.*	*Mayumba.*	*Tarquah.*
Olenda.	*Sherbro.*	*Memnon.*	*Warri.*
Axim.	*Benguela.*	*Loango.*	*Adanoi.*
Dodo.	*Sekondi.*	*Monrovia.*	*Boulama.*
Lagoon.	*Nigeria.*	*Benin.*	*Egwanga.*
Ekuro.	*Fantee.*	*Congo.*	*Porto Novo.*
Delta.	*Sobo.*	*Elmina.*	*Puffin.*
Bakana.	*Jebba.*	*Mandingo.*	*Sansu.*
Batanga.	*Biafra.*	*Kwarra.*	*Zaria.*
Bathurst.	*Ilaro.*	*Ilorin.*	*Abeokuta*
Accra.	*Angola.*	*Asaba.*	*Andonia.*
Volta.	*Dahomey.*	*Eko.*	

SAILINGS.

From **Liverpool** for **West African Ports,** calling at Madeira, Teneriffe, Grand Canary, Goree, Bathurst, Sierra Leone, Monrovia, Cape Palmas and Kroo Coast, Half Jack, Cape Coast Castle, Accra, Quittah, Lagos, Benin, Bonny Akassa, Brass, Opobo, New Calabar, Fernando Po, Old Calabar, Cameroons, Gaboon, Black Point, Landana, Congo, Ambrizette, Kinsembo, Ambriz, Loanda.

Outwards every three or four days.

Homewards every three or four days.

FARES.

From LIVERPOOL to	1st Class.	2nd Class.
	£ s. d.	£ s. d.
*Madeira	10 0 0	6 0 0
Teneriffe, Grand Canary, Goree, Bathurst, Sierra Leone, Monrovia, Cape Palmas, Half Jack, Cape Coast Castle, Accra, Quittah, Lagos	12 10 0	12 10 0
Old Calabar and all other Ports	24 0 0	15 0 0
	26 0 0	17 10 0
	30 0 0	22 10 0

* Special Return Tickets, £15 0 0.

Company's Offices or Agents.

Liverpool: (Head Office) Elder, Dempster & Co., Colonial House, Water Street.

London: Elder, Dempster & Co., 4, St. Mary Axe, E.C.

BUCKNALL STEAMSHIP LINES, LTD.

(BRITISH AND COLONIAL LINE.)

FLEET.

Johannesburg. *Fort Salisbury.* *Buluwayo.*

SAILINGS.

From **London** for **Madeira, Cape Town, Algoa Bay, East London and Natal.**

Outwards monthly.

Homewards monthly.

FARES.

From LONDON to	1st Class.
	£ s. d.
Cape Town	28 0 0
Algoa Bay	30 0 0
East London	32 0 0
Natal	32 0 0

Company's Offices or Agents.

London: Bucknall Brothers, 23, Leadenhall Street.

Cape Town: Bucknall Brothers, Strand Street.

COMPAGNIE BELGE MARITIME DU CONGO.

FLEET.

Albertville. *Phillipville.* *Leopoldville.* *Anversville.*

SAILINGS.

From **Antwerp** for **Congo Ports.**

Outwards every three weeks.
Homewards every three weeks.

FARES.

Single: I. 900 frs. II. 660 frs. III. 450 frs.

Company's Offices or Agents.

ANTWERP: 36 and 37, Place Verte.

Managers: Elder, Dempster & Co., Liverpool.

FORWOOD LINE.

FLEET.

Zweena. *Morocco.* *Orotava.*

SAILINGS.

From **London** for **Madeira,** calling at Rabat, Larache, Gibraltar, Tangier, Casablanca, Mazagan, Saffi, Mogador, Las Palmas and Teneriffe.

Outwards every week.
Homewards every week.

FARES.

From LONDON to	Saloon.
	£ s. d.
GIBRALTAR	7 10 0
TANGIERS	9 0 0
RABAT .. LARACHE .. CASABLANCA MAZAGAN .. .. SAFFI .. MOGADOR ..	12 0 0
LAS PALMAS TENERIFFE .. .. MADEIRA ..	15 15 0

Fare for the round trip, from £21 0 0.
Return Tickets available for six months, £26 5 0.

Company's Offices or Agents.

LONDON: Forwood Brothers, Morocco House, St. Mary Axe, E.C.

MADEIRA: Blandy Bros. & Co.

INTERINSULAR SERVICES OF THE CANARY ISLANDS.

SAILINGS.

Regular Sailings between the Islands of **Grand Canary, Teneriffe, Palma, Gomera, Hierro, Fuerteventura, Lanzarote, and Rio Oro.**

Company's Offices or Agents.

LAS PALMAS and SANTA CRUZ: Elder, Dempster & Co.

NATAL LINE.

FLEET.

Congella.	*Umkuzi.*	*Umzinto.*
Pongola.	*Umlazi.*	*Umtata.*
Umbilo.	*Umsinga.*	*Umvolosi.*
Umfuli.	*Umtali.*	*Umzumbi.*
Umgeni.	*Umvoti.*	*Umhlali.*
Umhloti.		

SAILINGS.

From **London** for **Natal and Delagoa Bay,** calling at Las Palmas.

Outwards every ten days.
Homewards every fortnight.

FARES.

From LONDON to	1ST CLASS.	
	Single.	Return.
	£ s. d.	£ s. d.
LAS PALMAS	11 11 0	21 0 0
NATAL	30 9 0	Twice Single, less 10 per cent.
DELAGOA BAY	32 11 0	
BEIRA	34 13 0	
CHINDE	37 16 0	

Company's Offices or Agents.

LONDON: Bullard, King & Co., 14, St. Mary Axe, E.C.
DURBAN: King & Sons.

RENNIE'S ABERDEEN LINE.

FLEET.

Inkosi. *Inchanga.* *Ifafa.*
Insizwa. *Inyoni.* *Inanda.*
Ingeli. *Illovo.* *Inkonka.*
Inyati.

SAILINGS.

From **London** for **Beira**, calling at Portland, The Canary Islands, Port Natal, Delagoa Bay, Inhambane.

Taking passengers at through rates for British Central African Stations.

Outwards every ten days.

Homewards every fortnight, with occasional extra steamers.

FARES.

LONDON to	1st Class.	Intermediate.	2nd Class.
	£ s. d.	£ s. d.	£ s. d.
	FROM		
TENERIFFE or LAS PALMAS	* 10 0 0	† 10 0 0	Not quoted.
DURBAN (Natal)	30 9 0	25 4 0	22 10 0
DELAGOA BAY ..	32 11 0	27 6 0	24 3 0
INHAMBANE ..	33 12 0	29 8 0	25 4 0
BEIRA	34 13 0	30 9 0	26 5 0
CHINDE	37 16 0	32 11 0	28 7 0
MOZAMBIQUE ..	42 0 0	35 14 0	28 7 0
ZANZIBAR or MOMBASSA	44 2 0	38 17 0	30 9 0

* One, two and four guineas extra is charged for First Class Cabins in Special positions.

† Intermediate fares apply to Steamers "IFAFA," "ILLOVO," "INYONI," "INCHANGA," "INYATI," and "INKONKA," and include First Class accommodation on the East African Coast should it be necessary to tranship.

RETURN TICKETS ARE ISSUED (FIRST CLASS AND INTERMEDIATE) AT DOUBLE SINGLE FARE, LESS 10 PER CENT.

No Reduction is made Second Class.

Company's Offices.

LONDON: John T. Rennie, Son & Co., 4, East India Avenue, E.C.
ABERDEEN: John T. Rennie & Son, 48, Marischal Street.
NATAL: John T. Rennie & Sons, Durban.

UNION-CASTLE LINE.

FLEET.

Alnwick Castle.
Armadale Castle.
Avondale Castle.
Aros Castle.
Berwick Castle.
Braemar Castle.
Briton.
Carisbrook Castle.
Cawdor Castle.
Cluny Castle.
Corfe Castle.
Comrie Castle.
Dover Castle.
Dunluce Castle.
Dunottar Castle.
Dunvegan Castle.
Durham Castle.
Gaika.
Galeka.
Galician.
Gascon
German.
Goorkha.
Gordon Castle.
Goth.
Guelph.
Hansa.
Kenilworth Castle.
Kildonan Castle.
Kinfauns Castle.
Newark Castle.
Norman.
Sabine.
Saxon.
Susquehanna.
Tintagel Castle.
Walmer Castle.
York Castle.

SAILINGS.

ROYAL MAIL SERVICE.

From **Southampton** for **Cape Town,** Algoa Bay, Port Elizabeth, East London and Natal, calling at Madeira.

Outwards every Saturday from Southampton.

Homewards every Wednesday from Cape Town.

INTERMEDIATE SERVICE.

From **London** and **Southampton** for **Cape Town,** Algoa Bay, (Port Elizabeth,) East London, Natal and Delagoa Bay. These Steamers proceed alternately *via* Las Palmas (Grand Canary) and Teneriffe, and call at St. Helena and Ascension once a month.

Outwards from London every Friday, from Southampton every Saturday.

Homewards at frequent intervals from Delagoa Bay, Natal, East London, Algoa Bay, Mossel Bay and Cape Town, calling alternately at Las Palmas and Teneriffe to Southampton and London.

EXTRA SERVICE.

From **London** or **Southampton** for **Cape Town,** Mossel Bay, Algoa Bay (Port Elizabeth), East London, Durban, Delagoa Bay, Beira and Mauritius. These Steamers call at Las Palmas (Grand Canary) or Teneriffe, and at regular intervals at Lobits Bay.

Saturdays both outward and homeward as the trade requires.

FARES.

(See Tables, pages 118 to 123.)

Union-Castle Mail Steamship Co., Ltd.

Managers: **Donald Currie & Co.,** 3 & 4, Fenchurch Street, London, E.C.; and Canute Road, Southampton.

Company's Offices at 15, Cross Street, Manchester; 34, Castle Street, Liverpool; 137, West George Street, Glasgow; and 32, Paradise Street, Birmingham.

Agencies at CAPE TOWN. ALGOA BAY (Port Elizabeth). EAST LONDON. DURBAN (Natal). DELAGOA BAY and JOHANNESBURG.

Ocean Rates of Passage Money for Single and Return Tickets.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

THE SINGLE FARES ARE IN LEADED TYPE.	FIRST CLASS FARES BY ROYAL MAIL STEAMSHIPS FROM SOUTHAMPTON. PER BERTH IN							
	Outer Deck Cabin.		Inner Deck Cabin.		Outer Main Deck Cabin.		Inner Main Deck Cabin.	
* INDEX NUMBERS	A 1		A 2		A 3		A 4	
	Single. Guineas.	Return. £ s. d.	Single. Guineas.	Return. £ s. d.	Single. Guineas.	Return. £ s. d.	Single. Guineas.	Return. £ s. d.
‡To MADEIRA ..	17	29 6 0	16	27 8 0	16	27 8 0	15	25 10 0
‡To LAS PALMAS or TENERIFFE ..	—	—	—	—	—	—	—	—
‡To ASCENSION and ST. HELENA ..	—	—	—	—	—	—	—	—
To CAPE TOWN ..	47	88 16 6	43	81 5 6	42	79 7 6	38	71 16 6
To MOSSEL BAY ..	49	92 12 0	45	85 1 0	44	83 3 0	40	75 12 0
To KNYSNA	49	92 12 0	45	85 1 0	44	83 3 0	40	75 12 0
To ALGOA BAY ..	49	92 12 0	45	85 1 0	44	83 3 0	40	75 12 0
To EAST LONDON ..	50	94 10 0	46	86 19 0	45	85 1 0	41	77 10 0
To NATAL	51	96 8 0	47	88 16 6	46	86 19 0	42	79 7 6
To DELAGOA BAY ..	52	98 5 6	48	90 14 6	47	88 16 6	43	81 5 6
To BEIRA	54	102 1 6	50	94 10 0	49	92 12 0	45	85 1 0
To MAURITIUS ..	54	102 1 6	50	94 10 0	49	92 12 0	45	85 1 0
‡To CHINDE, QUILIMANE & MOZAMBIQUE	57	—	53	—	52	—	48	—
‡To ZANZIBAR, DAR-ES-SALAAM and TANGA	62	—	58	—	57	—	53	—
‡To IBO, MOMBASSA and LAMU ..	67	—	63	—	62	—	58	—
‡To ADEN	72	—	68	—	67	—	63	—
‡To BOMBAY	82	—	78	—	77	—	73	—

* For facility of reference in Writing or Telegraphing, every accommodation has been allotted a separate Index Number, and Passengers and Agents are requested to kindly quote the Index Number at the head of the accommodation required when enquiring for Berths.

From all Ports, excepting those marked ‡, the homeward fares to England are the same as the outward fares.

Ocean Rates of Passage Money for Single and Return Tickets.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

THE SINGLE FARES ARE IN HEAVY TYPE.	FIRST CLASS FARES BY ROYAL MAIL STEAMSHIPS FROM SOUTHAMPTON. PER BERTH IN							
	Outer Deck Cabin.		Inner Deck Cabin.		Outer Main Deck Cabin.		Inner Main Deck Cabin.	
*INDEX NUMBERS	A 1		A 2		A 3		A 4	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.
‡To MADEIRA ..	17	29 6 0	16	27 8 0	16	27 8 0	15	25 10 0
‡To LAS PALMAS or TENERIFFE ..	—	—	—	—	—	—	—	—
‡To ASCENSION and ST. HELENA ..	—	—	—	—	—	—	—	—
To CAPE TOWN ..	47	88 16 6	43	81 5 6	42	79 7 6	38	71 16 6
To MOSSEL BAY ..	49	92 12 0	45	85 1 0	44	83 3 0	40	75 12 0
To KNYSNA	49	92 12 0	45	85 1 0	44	83 3 0	40	75 12 0
To ALGOA BAY ..	49	92 12 0	45	85 1 0	44	83 3 0	40	75 12 0
To EAST LONDON ..	50	94 10 0	46	86 19 0	45	85 1 0	41	77 10 0
To NATAL	51	96 8 0	47	88 16 6	46	86 19 0	42	79 7 6
To DELAGOA BAY ..	52	98 5 6	48	90 14 6	47	88 16 6	43	81 5 6
To BEIRA	54	102 1 6	50	94 10 0	49	92 12 0	45	85 1 0
To MAURITIUS ..	54	102 1 6	50	94 10 0	49	92 12 0	45	85 1 0
‡To CHINDE, QUILIMANE & MOZAMBIQUE	57	—	53	—	52	—	48	—
‡To ZANZIBAR, DAR-ES-SALAAM and TANGA	62	—	58	—	57	—	53	—
‡To IBO, MOMBASSA and LAMU ..	67	—	63	—	62	—	58	—
‡To ADEN	72	—	68	—	67	—	63	—
‡To BOMBAY	82	—	78	—	77	—	73	—

* For facility of reference in Writing or Telegraphing, every accommodation has been allotted a separate Index Number, and Passengers are requested to kindly quote the Index Number at the head of the accommodation required when enquiring for Berths.

From all Ports, excepting those marked ‡, the homeward Fares to England are the same as the outward Fares.

Ocean Rates of Passage Money for Single and Return Tickets.

THE SINGLE FARES ARE IN LEADED TYPE.	SECOND CLASS FARES BY ROYAL MAIL STEAMSHIPS FROM SOUTHAMPTON. PER BERTH IN					
	Outer Deck Cabin.		Outer Main Deck Cabin.		Inner Cabin.	
INDEX NUMBERS	D 1		D 3		D 4	
	Single. Guineas.	Return. £ s. d.	Single. Guineas.	Return. £ s. d.	Single. Guineas.	Return. £ s. d.
‡To MADEIRA	12	20 15 6	11	18 18 0	10	17 0 0
‡To LAS PALMAS or TENERIFFE ..	—	—	—	—	—	—
‡To ASCENSION and ST. HELENA ..	—	—	—	—	—	—
To CAPE TOWN ..	29	54 15 0	27	51 0 8	25	47 5 0
To MOSSEL BAY ..	31	58 12 0	29	54 16 0	27	51 0 6
To KNYSNA	31	58 12 0	29	54 16 0	27	51 0 6
To ALGOA BAY ..	31	58 12 0	29	54 16 0	27	51 0 6
To EAST LONDON ..	32	60 10 0	30	56 14 0	28	52 18 6
To NATAL	33	62 7 6	31	58 12 0	29	54 16 0
To DELAGOA BAY ..	34	64 5 0	32	60 10 0	30	56 14 0
To BEIRA	35	66 3 0	33	62 7 6	31	58 12 0
To MAURITIUS ..	36	63 1 0	34	64 5 0	32	60 10 0
‡To CHINDE, QUILIMANE & MOZAMBIQUE	38	—	36	—	34	—
‡To ZANZIBAR, DARES-SALAAM and TANGA	40	—	38	—	36	—
‡To IBO, MOMBASSA and LAMU ..	43	—	41	—	39	—
‡To ADEN	48	—	46	—	44	—
‡To BOMBAY	—	—	—	—	—	—

The Fares for Children are One-Sixteenth of the Adult Rate for each Year or part of a Year of Age.

Ocean Rates of Passage Money for Single and Return Tickets.

THE SINGLE FARES ARE IN LEADED TYPE.	SECOND CLASS FARES BY									
	INTERMEDIATE STEAMSHIPS FROM LONDON, SOUTHAMPTON, HAMBURG, FLUSHING, AMSTERDAM, ROTTERDAM, ANTWERP AND BREMEN.						EXTRA STEAMSHIPS FROM LONDON, SOUTHAMPTON, HAMBURG, FLUSHING, AMSTERDAM, ROTTERDAM, ANTWERP AND BREMEN.			
	PER BERTH IN						PER BERTH IN			
	Outer Deck Cabin.		Outer Main Deck Cabin.		Inner Cabin.		Outer Cabin.		Inner Cabin.	
INDEX NUMBERS	E 1		E 3		E 4		C 3		C 4	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.
†To MADEIRA	10	17 0 0	9	15 2 6	8	13 4 6	9	15 2 6	8	13 4 6
†To LAS PALMAS or TENERIFFE ..	11	18 18 0	10	17 0 6	9	15 2 6	10	17 0 6	9	15 2 6
†To ASCENSION and ST. HELENA ..	26	48 4 0	24	44 8 6	23	42 10 6	24	44 8 6	23	42 10 6
To CAPE TOWN ..	26	49 3 0	24	45 7 0	23	43 9 6	24	45 7 0	23	43 9 6
To MOSSEL BAY ..	27	51 0 6	25	47 5 0	24	45 7 0	25	47 5 0	24	45 7 0
To KNYSNA	27	51 0 6	25	47 5 0	24	45 7 0	25	47 5 0	24	45 7 0
To ALGOA BAY ..	27	51 0 6	25	47 5 0	24	45 7 0	25	47 5 0	24	45 7 0
To EAST LONDON ..	28	52 18 6	26	49 3 0	25	47 5 0	26	49 3 0	25	47 5 0
To NATAL	29	54 16 0	27	51 0 6	26	49 3 0	27	51 0 6	26	49 3 0
To DELAGOA BAY ..	30	56 14 0	28	52 18 6	27	51 0 6	28	52 18 6	27	51 0 6
To BEIRA	31	58 12 0	29	54 16 0	28	52 18 6	29	54 16 0	28	52 18 6
To MAURITIUS ..	32	60 10 0	30	56 14 0	29	54 16 0	30	56 14 0	29	54 16 0
†To CHINDE, QUILIMANE & MOZAMBIQUE	36	—	34	—	33	—	34	—	33	—
†To ZANZIBAR, DAR-ES-SALAAM and TANGA	—	—	—	—	—	—	—	—	—	—
†To IBO, MOMBASSA and LAMU.. ..	—	—	—	—	—	—	—	—	—	—
†To ADEN	—	—	—	—	—	—	—	—	—	—
†To BOMBAY	—	—	—	—	—	—	—	—	—	—

The Fares for Children are One-Sixteenth of the Adult Rate for each Year or part of a Year of Age.

For THIRD CLASS Fares see next page.

Ocean Rates of Passage Money for Single and Return Tickets.

THE SINGLE FARES ARE IN LEADED TYPE.	THIRD CLASS FARES BY ROYAL MAIL STEAMSHIPS FROM SOUTHAMPTON. PER BERTH IN						INTERMEDIATE STEAMSHIPS FROM LONDON, SOUTHAMPTON, HAMBURG, FLUSHING, AMSTERDAM, ROTTERDAM, ANTWERP AND BREMEN. PER BERTH IN			
	2 Berth Cabin.		4 Berth Cabin.		Closed Cabin.		2 Berth Cabin.		4 Berth Cabin.	
INDEX NUMBERS	F 1		F 2		F 3		G 1		G 2	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.
‡To MADEIRA	7	13 4 6	7	13 4 6	6	11 6 6	7	13 4 6	7	13 4 6
‡To LAS PALMAS or TENERIFFE ..	—	—	—	—	—	—	7	13 4 6	7	13 4 6
‡To ASCENSION and ST. HELENA ..	—	—	—	—	—	—	14	26 9 0	13	24 11 6
To CAPE TOWN ..	17	32 3 0	16	30 5 0	15	28 7 0	14	26 9 0	13	24 11 6
To MOSSEL BAY ..	18	34 0 6	17	32 3 0	16	30 5 0	15	28 7 0	14	26 9 0
To KNYSNA	18	34 0 6	17	32 3 0	16	30 5 0	15	28 7 0	14	26 9 0
To ALGOA BAY ..	18	34 0 6	17	32 3 0	16	30 5 0	15	28 7 0	14	26 9 0
To EAST LONDON ..	19	35 18 0	18	34 0 6	17	32 3 0	16	30 5 0	15	28 7 0
To NATAL	20	37 16 0	19	35 18 0	18	34 0 6	17	32 3 6	16	30 5 0
To DELAGOA BAY ..	21	39 13 6	20	37 16 0	19	35 18 0	18	34 0 6	17	32 3 0
To BEIRA	22	41 11 6	21	39 13 6	20	37 16 0	19	35 18 0	18	34 0 6
To MAURITIUS ..	22	41 11 6	21	39 13 6	20	37 16 0	19	35 18 0	18	34 0 6
‡To CHINDE, QUILIMANE & MOZAMBIQUE	25	—	24	—	23	—	22	—	21	—
‡To ZANZIBAR, DARES-SALAAM and TANGA	25	—	24	—	23	—	—	—	—	—
‡To IBO, MOMBASSA and LAMU ..	26	—	25	—	24	—	—	—	—	—
‡To ADEN	29	—	28	—	27	—	—	—	—	—
‡To BOMBAY	—	—	—	—	—	—	—	—	—	—

The Fares for Children are One-Sixteenth of the Adult Rate for each Year or part of a Year of Age.

Ocean Rates of Passage Money for Single and Return Tickets.

THE SINGLE FARES ARE IN LEADED TYPE.	THIRD CLASS FARES BY											
	INTERMEDIATE STEAMSHIPS FROM LONDON, SOUTHAMPTON, HAMBURG, FLUSHING, AMSTERDAM, ROTTERDAM, ANTWERP AND BREMEN.				EXTRA STEAMSHIPS FROM SOUTHAMPTON.							
	PER BERTH IN				PER BERTH IN							
	Closed Cabin.		Open Berths for Men only.		2 Berth Cabin.		4 Berth Cabin.		Closed Cabin.		Open Berths for Men only.	
INDEX NUMBERS	G 3		G 4		H 1		H 2		H 3		H 4	
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.
	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.	Guineas.	£ s. d.
‡To MADEIRA	6	11 6 6	—	—	7	13 4 6	7	13 4 6	6	11 6 6	—	—
‡To LAS PALMAS or TENERIFFE	6	11 6 6	—	—	7	13 4 6	7	13 4 6	6	11 6 6	—	—
‡To ASCENSION and ST. HELENA ..	12	22 13 6	—	—	13	24 11 6	12	22 13 6	11	20 16 0	—	—
To CAPE TOWN ..	12	22 13 6	10	18 18 0	13	24 11 6	12	22 13 6	11	20 16 0	10	18 18 0
To MOSSEL BAY ..	13	24 11 6	11	20 16 0	14	26 9 0	13	24 11 6	12	22 13 6	11	20 16 0
To KNYSNA	13	24 11 6	11	20 16 0	14	26 9 0	13	24 11 6	12	22 13 6	11	20 16 0
To ALGOA BAY ..	13	24 11 6	11	20 16 0	14	26 9 0	13	24 11 6	12	22 13 6	11	20 16 0
To EAST LONDON ..	14	26 9 0	12	22 13 6	15	28 7 0	14	26 9 0	13	24 11 6	12	22 13 6
To NATAL	15	28 7 0	12	22 13 6	16	30 5 0	15	28 7 0	14	26 9 0	12	22 13 6
To DELAGOA BAY ..	16	30 5 0	13	24 11 6	17	32 3 0	16	30 5 0	15	28 7 0	13	24 11 6
To BEIRA	17	32 3 0	14	26 9 0	18	34 0 6	17	32 3 0	16	30 5 0	14	26 9 0
To MAURITIUS ..	17	32 3 0	14	26 9 0	18	34 0 6	17	32 3 0	16	30 5 0	14	26 9 0
‡To CHINDE, QUILIMANE & MOZAMBIQUE	20	—	17	—	21	—	20	—	19	—	17	—
‡To ZANZIBAR, DARES-SALAAM and TANGA	—	—	—	—	—	—	—	—	—	—	—	—
‡To IBO, MOMBASSA and LAMU ..	—	—	—	—	—	—	—	—	—	—	—	—
‡To ADEN	—	—	—	—	—	—	—	—	—	—	—	—
‡To BOMBAY .. .	—	—	—	—	—	—	—	—	—	—	—	—

The Fares for Children are One-Sixteenth of the Adult Rate for each Year or part of a Year of Age.

WOERMANN LINE.

FLEET.

Adolph Woermann.	*Gretchen Bohlen.*	*Marie Woermann.*
Alexandra Woermann.	*Hans Woermann.*	*Melita Bohlen.*
Aline Woermann.	*Hedwig Woermann.*	*Paul Woermann.*
Anna Woermann.	*Helene Woermann.*	*Professor Woermann.*
Carl Woermann.	*Jeannette Woermann.*	*Otto Woermann.*
Eduard Bohlen.	*Irma Woermann.*	*Thekla Bohlen.*
Ella Woermann.	*Kurt Woermann.*	*Ogun.*
Ernst Woermann.	*Lothar Bohlen.*	*Epe.*
Gertrud Woermann.	*Lulu Bohlen.*	*Oyo.*

SAILINGS.

From **Hamburg** for **Cameroons,** calling at Southampton, Madeira, Monrovia, Cape Palmas, Axim, Secondee, Cape Coast Castle, Accra, Lome, Lagos, Cameroons, Longji, Plantation, Kribi, Victoria, Bibundi, Rio del Rey and Fernando Po.

Outwards 10th of every month.

Homewards monthly.

From **Hamburg** for **Sherbro,** calling at Antwerp, Gibraltar, Larache, Rabat, Tangiers, Casablanca, Saffi, Mogodore, Mazagan, Las Palmas, Teneriffe, Gorée, Bathurst, Bissao, Bolama, Conakry, Rio Nunez and Sierra Leone.

Outwards 5th of every month.

Homewards every month.

From **Hamburg** for **Kotonow,** calling at Teneriffe, Las Palmas, Conakry, Monrovia, Axim, Cape Coast Castle, Saltpond, Appam, Winnebah, Accra, Addah, Quittah, Lome, Bagida, Little Popo, Grand Popo and Whydah.

Outwards 1st of every month.

Homewards monthly.

From **Hamburg** for **Benguela,** calling at Teneriffe, Las Palmas, Gorée, Dakar, Rufisque, Cape Mount, Monrovia, Grand Bassa, Sinoe, Cape Palmas, Grand Bassam, Accra, Landana, Cabinda, Banana, Boma, Noqui, Matadi, Muculla, Ambrizette, Mussera, Kinsembo, Ambriz and Loanda.

Outwards 15th of every month.

Homewards monthly.

From **Hamburg** for **A. Pequena,** calling at Las Palmas, Monrovia, Swakopmonth and Walfish Bay.

Outwards 22nd of every month.

Homewards monthly.

From **Hamburg** for **Loango,** calling at Rotterdam, Las Palmas, Monrovia, Cape Palmas, Accra, Lome, Lagos, Bonny, Old Calabar, Cameroons, Malimba, Small Batanga, Longji, Plantation, Kribi, Big Batanga, Campo, Bata, Elobey, Ukaka, Muni, Gaboon, Cape Lopez, Sette Cama, Nyanga and Mayumba.

Outwards 25th of every month.

Homewards monthly.

There is an Express Homewards Service from the Cameroons on the 3rd and 16th of every month, reaching Southampton on the 25th and 10th of every month.

FARES.

From HAMBURG to

	£ s. d.
Morocco Ports	10 0 0
Madeira	
Teneriffe	
Grand Canary	
West African Ports to Sierra Leone	18 10 0
West African Ports to Cape Coast	24 0 0
West African Ports to Accra, Quitta and Lagos	26 0 0
Ports South of Lagos	30 0 0

Company's Offices or Agents.

Hamburg: 25/33, Gr. Reichenstrasse, Afrikahaus.

Southampton: Smith, Sundius & Co.

Mediterranean.

ALGECIRAS-GIBRALTAR RAILWAY COMPANY.

SAILINGS.

Regular steamboat service between **Algeciras** and **Gibraltar** six times daily each way; crossing, half-an-hour.

FARE.

Single I. 1.50 pesetas. II. 1.00 pesetas.

Company's Offices or Agents.

ALGECIRAS and GIBRALTAR.

AUSTRIAN LLOYD.

SAILINGS.

To **Alexandria.**—From Trieste, every Thursday 11.30 a.m. and Brindisi every Friday, returning from Alexandria every Saturday at 4 p.m., due Brindisi on Tuesday and Trieste on Wednesday.

To **Constantinople.**—From Trieste every Tuesday at 11.30 a.m., and from Brindisi at midnight, *via* Corfu, Patras and Piræus (connecting with the Danube and Black Sea Weekly Lines)

To **Smyrna.**—From Trieste every Sunday at 4.0 p.m., *via* Ionian Ports.

To **Salonica.**—From Trieste every Thursday at 5.0 p.m., *via* principal Thessalian Ports.

All principal Black Sea Ports are connected by Local Lines from Constantinople.

To **Cattaro.**—From Trieste every Thursday and Friday.

To **Cattaro—Albania** (*via* Bari).—From Trieste every Tuesday.

To **Spalato** and **Metcovich.**—From Trieste every Wednesday and Saturday.

To **Venice.**—From Trieste every Monday and Thursday at midnight; and from Venice every Tuesday and Saturday at midnight.

FARES.

From		1st Class. Gold Fl.
TRIESTE	to ALEXANDRIA	130·35
BRINDISI	,, ,,	110·00
TRIESTE	,, CONSTANTINOPLE	125·40
BRINDISI	,, ,,	90·40
TRIESTE	,, SMYRNA	111·20
,,	,, SALONICA	139·30
,,	,, CATTARO	39·00
,,	,, SPALATO	20·40
,,	,, METCOVICH	27·00
,,	,, VENICE	12·00

Company's Offices or Agents.

LONDON: M. Samuel & Co., 20, Billiter Street, E.C.; or Hickie, Borman, Grant & Co., 14, Waterloo Place, London, S.W.

TRIESTE: Palais du Lloyd.

BLAND LINE.

SAILINGS.

Between **Gibraltar** and **Tangier.**

From **Gibraltar.**—On Tuesdays, Thursdays and Saturdays at 11.0 a.m.

From **Tangier.**—On Wednesdays, Fridays and Mondays at 11.0 a.m.

Also Weekly Sailings for **Tetuan, Melilla** and **Morocco Ports.**

FARES.

To **Tangier.**

I. 2.50 pesetas.

Company's Offices or Agents.

GIBRALTAR: M. H. Bland & Co., Ltd., Cloister Building.
TANGIER: Moses Pariente.

CIE. GÉNÉRALE TRANSATLANTIQUE.

SAILINGS.

From **Marseilles** to **Algiers.**

Outwards every Monday, Wednesday, Thursday and Saturday, at 1.0 p.m.
Homewards Monday at 3.30 p.m. and every Tuesday, Thursday and Saturday, at 12.30 p.m.

FARES.

I. 90 francs. II. 65 francs. III. 35 francs.

Company's Offices or Agents.

MARSEILLES: 12, Rue de la Republic.
LONDON: 36, Leadenhall Street, E.C.

COMPANIA TRANSATLANTICA.

SAILINGS.

A steamer (from Cadiz) for **Tangier, Algeciras** and **Gibraltar,** every Monday, Wednesday and Friday.

FARES.

Including sleeping berth, but not meals: from Cadiz to Tangier, 55 frs.; to Algeciras and Gibraltar, 75 frs.

Also regular monthly service between **Barcelona** and **Mogador,** calling at Melilla, Malaga, Ceuta, Cadiz, Tangier, Larache, Rabat, Casablanca, Mazagan and Saffi.

Company's Offices or Agents.

LIVERPOOL: Larrinaga & Co.

GENERAL STEAM NAVIGATION CO.

From **London** to **Oporto** and back. Gentlemen only; Ladies when specially arranged.

Outwards and Homewards every three weeks.

FARES.

Between London and Oporto—Chief Cabin, £4 4 0.

(Return Tickets are not issued, and only Chief Cabin Passengers are carried.) An addition of 10s. to the above fare is made for each Lady Passenger. Children under 12 years half-price.

From **London** to the **Mediterranean** and back, including Provisions, but not Wines, etc. Children under 12 years half-price. Only Chief Cabin Passengers carried. Ladies by previous arrangement only.

FARES.

From LONDON to	Single.	To LONDON from	Single.
	Guineas.		Guineas.
GENOA	8	GENOA	13
LEGHORN	9	LEGHORN	12
NAPLES	10	NAPLES	11
MESSINA	11	MESSINA	10
PALERMO	12	PALERMO	9

Round Trip, 20 Guineas.

Company's Offices or Agents.

LONDON: 55, Great Tower Street, E.C.

GERMAN MEDITERRANEAN LEVANT LINE.

(Joint Service of the Norddeutscher Lloyd and German Levant Line.)

FLEET.

Pera. *Therapia.* *Scutari.*
Stambul. *Galata.*

From **Marseilles** and **Genoa** to **Odessa** and **Batoum.**

These Companies maintain a regular Weekly Service, sailing alternately from Marseilles to Odessa, calling at Naples, Piræus, Smyrna and Constantinople; and from Genoa to Batoum, calling at the same intermediate Ports.

*FIRST CLASS FARES.

From Marseilles to Genoa, £3 4 0; to Naples, £5 0 0; to Piræus £10 0 0; to Smyrna, £11 0 0; to Constantinople, £12 0 0; to Odessa, £14 0 0.

From Genoa to Naples, £3 4 0; to Piræus, £10 0 0; to Smyrna, £11 0 0; to Constantinople, £12 0 0; to Batoum, £15 0 0.

* Only First and Third Class Passengers carried.

Company's Offices.

Norddeutscher Lloyd, Bremen.

Agents.

LONDON: Keller, Wallis & Co., 26 and 27, Cockspur Street, S.W.
2, King William Street, E.C.

GENOA: Leupold Fratelli, 10, Piazzi S. Siro.

HALL'S LINE.

FLEET.

Malaga.	*Iberia.*	*Britannia.*
Lisbon.	*Peninsula.*	*Lusitania.*

SAILINGS.

From **London** for **Lisbon, Gibraltar, Malaga** and **Cadiz.**

Outwards and Homewards weekly (Saturdays.)

FARES.

From London—Lisbon, £6 6 0; Gibraltar, £7 7 0; Malaga, £8 8 0; Cadiz, £9 9 0. Round voyage (about 32 days), £15 15 0.

Company's Offices.

LONDON: John Hall, Junior, & Co., 31 & 32, Crutched Friars, E.C.

KHEDIVIAL MAIL STEAMSHIP AND GRAVING DOCK CO., LTD.

Express Weekly Service between **Alexandria, Piræus Smyrna, Mitylene,** and **Constantinople.** Running in connection with Orient Express Train de Luxe to or from **Belgrade, Vienna, Paris** or **London.**

Weekly Service between **Alexandria, Port Said, Jaffa, Caiffa, Beyrout, Tripoli, Messina,** and **Alexandretta,** also fortnightly to **Larnaca** and **Limassol** (Cyprus).

RED SEA LINES (Weekly Service).

The Company's Steamers leave Suez on Thursday evening fortnightly, for **Jeddah, Suakim, Massowah, Hodeidah** and

Aden, returning to **Suez** via the same ports. An intermediate service to **Tor** (optional) **Yambo** and **Jeddah** is also maintained every fortnight, departures taking place on alternate Thursdays, between the departures for **Aden** and **Hodeidah.**

Itineraries subject to alteration without notice in case of Quarantine.

Company's Offices.

LONDON : 71, Bishopsgate Street Within, E.C. ; and at the chief office at Alexandria or Suez, or the Agents at the Ports called at.

MOSS STEAMSHIP CO.

FLEET.

Menes. *Tabor.* *Menepthah.*
Rameses. *Seti.*

SAILINGS.

For **Alexandria,** calling at Gibraltar, Algiers (occasionally) and Malta.

Outwards and Homewards fortnightly.

For **Constantinople,** calling at Gibraltar, Malta, Syra and Smyrna.

Outwards and Homewards every four weeks.

FARES.

LIVERPOOL and	FIRST CLASS.		SECOND CLASS.	
	Single.	Return.	Single.	Return.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
BORDEAUX	3 0 0	5 0 0	none	none
GIBRALTAR	7 0 0	12 0 0	5 0 0	9 0 0
ALGIERS	10 0 0	none	7 7 0	none
MALTA	10 0 0	18 0 0	7 7 0	14 0 0
ALEXANDRIA	14 0 0	25 0 0	9 0 0	15 0 0
SYRA	12 0 0	none	9 0 0	none
SMYRNA	14 0 0	none	10 0 0	none
CONSTANTINOPLE	15 0 0	27 0 0	11 0 0	21 0 0

The time occupied on the voyage is:—

To Gibraltar, 5 days; Algiers, 7 days; Malta, 9/10 days; Syra, 12 days Alexandria, 13 days; Smyrna, 13 days; Constantinople, 15/16 days.

Company's Offices or Agents.

LIVERPOOL : 31, James Street.

NAVIGAZIONE GENERALE ITALIANA.

SAILINGS.

From **Ancona** to **Venice.**—7th and 21st of each month at 7.0 in the morning (from March to August). 2nd or 3rd and 14th of each month at 9.0 in the evening (from September to February).

To **Alexandria.**—2nd and 18th of each month at 10.0 in the evening, calling at Bari, Brindisi and Port Said (from March to August). 12th and 27th of each month at 10.0 in the evening, calling at Brindisi (from September to February).

To **Corfu, Patras, Piræus, Constantinople,** and **Danube Ports,** calling at Bari and Brindisi every Sunday at 4.0 in the afternoon.

To **Smyrna** or **Salonica** (alternately) and **Odessa** every Sunday at 4.0 in the afternoon.

FARES.

From ANCONA to	First Class.	Second Class.
	Francs.	Francs.
VENICE	25·00	16·00
ALEXANDRIA	183·00	122·00
BARI	34·00	24·00
BRINDISI	41·00	25·00
PORT SAID	183·00	122·00
CORFU	66·65	44·45
PATRAS	74·10	49·40
PIRÆUS	135·00	90·00
CONSTANTINOPLE	180·00	120·00
SMYRNA	164·40	109·60
SALONICA	168·60	112·40

SAILINGS.

From **Bari** to **Alexandria.**—Calling at Brindisi and Port Said 3rd and 19th of each month at 8.0 in the evening (from March to August). 13th and 28th of each month at 8.0 in the evening (from September to February), calling at Brindisi.

To **Corfu, Patras, Piræus, Constantinople,** and the **Danube Ports** every Monday at midnight.

Smyrna or **Salonica** (alternately) every Monday at midnight.

To **Venice** and **Trieste,** calling at Ancona every Wednesday at 1.0 in the afternoon.

To **Venice,** calling at Ancona the 6th and 20th of each month at 11.0 in the morning (from March to August). 1st, 2nd and 13th of each month at 2.0 in the afternoon (from September to February).

FARES.

From BARI to	First Class.	Second Class.
	Francs.	Francs.
BRINDISI	10·00	6·00
PORT SAID	153·00	102·00
ALEXANDRIA	153·00	102·00
CORFU	39·60	26·40
PATRAS	52·50	35·00
PIRÆUS	105·00	70·00
CONSTANTINOPLE	156·00	104·00
SMYRNA	134·40	89·60
SALONICA	138·60	92·40
ANCONA	34·00	20·00
VENICE	45·00	27·00
TRIESTE	60·00	37·00

SAILINGS.

From **Brindisi** to **Alexandria,** calling at Port Said 4th and 20th of each month at 1.0 in the afternoon (from March to August), 14th and 29th of each month direct at 1.0 in the afternoon (from September to February).

To **Corfu, Patras, Piræus, Constantinople** and **Danube Ports** every Tuesday at 11.30 in the evening.

To **Smyrna** or **Salonica** (alternately) every Tuesday at 11.30 in the evening.

To **Corfu** and **Patras** every Sunday and Tuesday at 11.30 in the evening.

To **Palermo,** calling at Apullian, Calabrian and Sicilian Ports every Wednesday at 6.0 in the evening.

To **Venice,** calling at Bari and Ancona the 5th and 19th of each month at 12.0 midnight.

FARES.

From BRINDISI to	First Class.	Second Class.
	Francs.	Francs.
PORT SAID	144·00	96·00
ALEXANDRIA	144·00	96·00
CORFU	29·05	19·35
PIRÆUS	96·00	64·00
CONSTANTINOPLE	15 ·00	100·00
SMYRNA	125·40	83·60
SALONICA	129·60	86·40
PATRAS	50·80	33·90
CATANIA	57·60	38·40
MESSINA	63·00	42·00
PALERMO	85·20	56·80
BARI	10·00	6·00
ANCONA	41·00	25·00
VENICE	50·00	30·00
TRIESTE	65·00	40·00

SAILINGS.

From **Cagliari** to **Tunis** and **Tripoli,** calling at Sousa, Monastier, Mehdia, Sfax, Gabes and Djerba every Monday at 7.0 in the evening.

To **Leghorn** and **Naples** every Monday at 8.0 in the evening.

To **Trapani** and **Palermo** every Wednesday at 12.0 noon.

To **Golfe d'Aranci** and **Genoa,** calling at Muravera, Tortoli, Dorgali, Orosei, Siniscola, Terranova, Maddalena and Leghorn every Wednesday at 11.45 in the evening.

To **Naples,** calling at Torrevecchia every Sunday at 4.0 in the morning.

To **Oristano** and **Porto-Torres,** calling at S. Antioco, Carloforte, Bosa and Alghero every alternate Saturday at 7.0 in the morning.

FARES.

From CAGLIARI to	First Class.	Second Class.
	Francs.	Francs.
TUNIS	43·00	28·00
TRIPOLI	113·00	78·00
LEGHORN	56·40	37·60
GENOA	64·50	43·00
TRAPANI	35·10	23·40
PALERMO	43·65	29·10
GOLFE D'ARANCI	33·75	22·50
MURAVERA	11·25	7·50
TORTOLI	18·60	12·40
DORGALI	22·80	15·20
OROSEI	24·00	16·00
SINISCOLA	27·90	18·60
TERRANOVA	33·40	21·60
NAPLES	53·70	35·80
ORISTANO	27,45	18·30
PORTO-TORRES	45·00	30·00
SANT'ANTIOCO	14·25	9·50
CARLOFORTE	10·00	7·00
BOSA	32·40	21·60
ALGHERO	35·55	23·70

SAILINGS.

From **Catania** to **Constantinople** and **Odessa,** calling at Canea, Piræus, Salonica or Smyrna and Dardanelles every Wednesday at 8.0 in the morning.

To **Constantinople** and **Batoum,** calling at Smyrna, Novorossisk, Ineboli, Samsum, Kerassunde and Trebizonde every alternate Tuesday morning.

To **Brindisi,** calling at Catanzaro, Cotrone, Tarente and Gallipoli every Friday at 5.0 in the afternoon.

To **Palermo,** calling at Riposto, Reggio and Messina, every Saturday at 8.0 in the morning.

To **Syracuse, Malta** and **Tripoli,** every Saturday at 3.0 in the afternoon.

To **Genoa,** calling at Messina, Palermo, Naples and Leghorn every Monday at 11.0 in the evening.

To **Genoa,** calling at Reggio, Messina and Naples, every Thursday at 2.0 in the morning.

FARES.

From CATANIA to	First Class.	Second Class.
	Francs.	Francs.
CONSTANTINOPLE	117·60	78·40
ODESSA	147·00	98·00
SALONICA	94·50	63·00
SMYRNA	94·50	63·00
DARDANELLES	107·10	71·40
BATOUM	211·30	140·90
BRINDISI	57·60	38·40
PALERMO	36·90	24·60
SYRACUSE	7·50	5·00
MALTA	32·25	21·50
GENOA	83·70	55·80
MESSINA	13·50	9·00
NAPLES	40·65	27·10
LEGHORN	82·20	54·80
REGGIO	12·00	8·00

SAILINGS.

From **Genoa** to **Alexandria,** calling at Leghorn, Naples and Messina, every Saturday at 9.0 in the evening.

To **Syrian Ports,** calling at Leghorn, Naples, Messina, Alexandria and Port Said, every fourth Saturday at 9.0 in the evening.

To **Constantinople** and **Odessa,** calling at Leghorn, Naples, Palermo, Messina, Catania, Canea, Piræus, Smyrna or Salonica, and the Dardanelles, every Wednesday at 9.0 in the evening.

To **Constantinople, Novorossisk** and **Batoum,** calling at Sicilian Ports, alternate Thursday evenings.

To **Tunis** and **Tripoli,** calling at Leghorn, Cagliari and Tunisian and Tripoli Ports, every Friday at 9.0 in the evening.

To **Tripoli,** calling at Sicilian and Malta Ports, every Monday at 8.0 in the evening.

To **Bastia** and **Porto-Torres,** calling at Leghorn, every Wednesday at 9.0 in the evening.

To **Cagliari,** calling at Leghorn and Sardinian Ports, every Tuesday at 9.0 in the evening.

To **Porto-Torres,** calling at Spezzia, Leghorn, Capraia, Maddalena, Santa Teresa and Castelsardo, every Saturday at 10.0 in the morning.

FARES.

From GENOA to	First Class.	Second Class.
	Francs.	Francs.
ALEXANDRIA	217·50	145·00
CONSTANTINOPLE	157·50	105·00
PIRÆUS	115·50	77·00
SMYRNA	136·50	91·00
SALONICA	130·20	86·80
DARDANELLES	147·00	98·00
ODESSA	189·00	126·00
TUNIS	90·00	60·00
TRIPOLI	151·45	100·95
MALTA	111·40	74·25
BASTIA	30·60	20·40
LEGHORN	15·00	10·00
NAPLES	44·00	28·00
PALERMO	72·20	48·60
MESSINA	79·80	53·20
CATANIA	96·30	64·20
CAGLIARI	64·50	43·00

SAILINGS.

From **Leghorn** to **Alexandria,** calling at Naples and Messina, every Monday at 10.0 in the morning.

To **Syrian Ports,** calling at Naples, Messina, Alexandria and Port Said, every fourth Monday at 10.0 in the morning.

To **Constantinople** and **Odessa,** calling at Naples, Palermo, Messina, Catania, Canea, Piræus, Salonica or Smyrna (alternately) and Dardanelles, every Wednesday at 4.0 in the evening.

To **Tunis** and **Tripoli,** calling at Cagliari, Soussa, Monastier, Mehdia, Sfax, Gabes and Djerba, every Saturday at midnight.

To **Bastia** and **Porto-Torres,** every Thursday at 11.0 in the morning.

To **Genoa,** every Sunday and Monday at 9.0 in the evening; every Wednesday at 10.0 in the morning; every Thursday at 1.0 in the evening; and every Saturday at 10.0 in the morning.

To **Cagliari,** calling at Maddalena, Golfe d'Aranci, Terranova, Siniscola, Orosei, Dorgali, Tortoli, Muravera and Torrevecchia, every Wednesday at 3.0 in the evening.

To **Porto-Torres,** calling at Capraia, Maddalena, Santa Teresa and Castelsardo, every Sunday at 12.0 noon.

To **Portoferraio,** calling at Porto Santo Stefano and Civitavecchia, every Tuesday at 5.0 in the morning.

To **Portoferraio** and **Pianosa**, every Friday at 5.0 in the morning.

FARES.

From LEGHORN to	First Class.	Second Class.
	Francs.	Francs.
Alexandria	210·00	140·00
Port Said	246·00	164·00
Suez	275·50	187·00
Naples	40·00	24·00
Messina	71·70	47·80
Constantinople	151·20	100·80
Odessa	182·70	121·80
Palermo	64·80	43·20
Catania	80·65	51·10
Piræus	109·20	72·80
Salonica	126·00	84·00
Smyrna	130·20	86·80
Tunis	75·00	55·00
Tripoli	145·00	105·00
Cagliari	56·40	37·60
Bastia	15·60	10·40
Porto-Torres	41·40	27·60
Maddalena	32·85	21·90
Genoa	15·00	10·00
Golfe d'Aranci	33·30	22·20
Portoferraio	13·05	8·70
Porto Santo Stefano	26·70	17·80
Civitavecchia	31·05	20·70
Pianosa	20·55	13·70

SAILINGS.

From **Messina** to **Naples**, every Tuesday at 7.30 in the evening.

To **Naples** and **Genoa**, every Thursday at 5.0 in the afternoon.

To **Genoa**, calling at Naples and Leghorn, every Sunday at 8.0 in the evening.

To **Alexandria**, every Thursday at 1.0 in the afternoon.

To **Syrian Ports**, calling at Alexandria and Port Said, every fourth Thursday at 1.0 in the afternoon.

To **Constantinople, Odessa** and **Black Sea Ports**, calling at Catania, Canea, Piræus, Salonica or Smyrna and Dardanelles, every Monday at midnight.

To **Constantinople, Novorossisk, Batoum** and **Anatolian Ports**, every alternate Sunday afternoon.

To **Brindisi**, calling at Sicilian Ports, every Friday at 1.30 in the morning.

To **Malta** and **Tripoli**, calling at Reggio, Catania and Syracuse, every Friday at 2.0 in the evening.

To **Genoa,** calling at Palermo, Naples and Leghorn, every Tuesday at 3.0 in the evening.

To **Reggio,** every Sunday and Tuesday at noon.

FARES.

From MESSINA to	First Class.	Second Class.
	Francs.	Francs.
NAPLES	35·55	23·70
GENOA	72·30	52.20
LEGHORN	71·70	47·80
ALEXANDRIA	150·00	100·00
PIRÆUS	79·80	53·20
CONSTANTINOPLE	121·80	81·20
ODESSA	155·30	102·20
SALONICA	96·60	64·40
SMYRNA	100·80	67·20
BRINDISI	63·00	42·00
MALTA	42·75	28·50
TRIPOLI	86·40	57·60
CATANIA	12·75	8·50
SYRACUSE	19·80	13·20
PALERMO	28·80	19·20
REGGIO	1·50	1·00

SAILINGS.

From **Naples** to **Alexandria,** calling at Messina, every Wednesday at 5.0 in the afternoon.

To **Syrian Ports,** calling at Messina, Alexandria and Port Said, every fourth Wednesday at 5.0 in the afternoon.

To **Constantinople** and **Odessa,** calling at Palermo, Messina, Catania, Canea, Piræus, Salonica, or Smyrna and Dardanelles, every Friday at 5.0 in the afternoon.

To **Tripoli,** calling at Messina, Reggio, Catania, Syracuse and Malta, every Thursday at 2.0 in the afternoon.

To **Genoa,** calling at Leghorn, every Saturday at 6.0 in the morning and every Tuesday at noon; direct on Fridays at 10.0 in the evening; also 1st or 2nd of each month at midnight.

To **Cagliari** every Tuesday at 3.0 in the morning.

To **Messina** and **Reggio** every Monday at 7.30 in the evening and every Saturday at 2.0 in the afternoon.

To **Palermo** every day at 7.35 in the evening.

To **Tunis,** calling at Palermo and Trapani, every Monday at 7.35 in the evening.

FARES.

From NAPLES to	First Class.	Second Class.
	Francs.	Francs.
Port Said	216·00	144·00
Alexandria	180·00	120·00
Constantinople	126·00	84·00
Odessa	157·50	105·00
Piræus	94·50	63·00
Salonica	105·00	70·00
Smyrna	111·30	74·20
Tunis	85·05	56·70
Tripoli	112·95	75·30
Malta	69·40	46·25
Genoa	44·00	28·00
Leghorn	40·00	24·00
Cagliari	53·70	35·80
Messina	35·55	23·70
Reggio	36·45	24·30
Catania	40·65	27·10
Palermo	34·20	22·80
Syracuse	44·10	29·40

SAILINGS.

From **Palermo** to **Naples** every day at 8.0 in the evening.

To **Genoa,** calling at Naples and Leghorn, every Thursday at 5.0 in the afternoon.

To **Constantinople, Odessa** and **Black Sea Ports,** calling at Messina, Catania, Piræus, Smyrna or Salonica (alternately) and Dardanelles, every Sunday at 7.0 in the evening.

To **Brindisi,** calling at Reggio, Messina, Riposto, Catania, Catanzaro, Cotrone, Tarente and Gallipoli, every Wednesday at 7 0 in the evening.

To **Tunis,** calling at Trapani, every Tuesday at 1.0 in the afternoon.

To **Syracuse,** calling at Trapani, Favignana, Marsala, Mazzara, Sciacca, Porto Empedocle, Palma-Licata, Terranova, Scoglitti and Marzamenni, every Friday at 10.0 in the morning.

To **Cagliari,** calling at Trapani, every Saturday at 11.0 in the morning.

To **Ustica** every Wednesday and Saturday at midnight.

FARES.

From PALERMO to	First Class.	Second Class.
	Francs.	Francs.
NAPLES	34·20	22·80
GENOA	72·90	48·60
LEGHORN	64·80	43·20
CONSTANTINOPLE	126·00	84·00
ODESSA	157·50	105·00
PIRÆUS	94·50	63·00
SMYRNA	111·30	74·20
SALONICA	105·00	70·00
MESSINA	27·45	18·30
CATANIA	35·10	23·40
BRINDISI	85·20	56·80
TARENTE	60·90	40·60
TUNIS	56·00	37·35
TRAPANI	14·25	9·50
SYRACUSE	48·60	32·40
MARSALA	18·60	12·40
PORTO EMPEDOCLE	31·50	21·00
CAGLIARI	43·65	29·10
USTICA	8·00	5·00

SAILINGS.

From **Venice** to **Ancona, Bari** and **Brindisi** every Saturday at 4.0 in the afternoon; also 2nd and 18th of each month (from March to August); 12th and 27th of each month at 8.0 in the morning (from September to February).

To **Corfu, Patras, Piræus, Constantinople, Smyrna, Salonica** and **Odessa** every Saturday at 4.0 in the afternoon.

To **Alexandria,** calling at Ancona, Bari, Brindisi and Port Said, the 2nd and 18th of each month (from March to August). 12th and 27th of each month at 8.0 in the morning (from September to February).

To **Sicilian** ports every Saturday at 4.0 in the afternoon.

To **Trieste,** every Tuesday at 7.0 in the morning.

FARES.

From VENICE to	First Class.	Second Class.
	Francs.	Francs.
ANCONA	25·00	16·00
BARI	45·00	27·00
BRINDISI	50·00	30·00
CORFU	80·20	53·45
PATRAS	86·40	57·60
PIRÆUS	150·00	100·00
CONSTANTINOPLE	195·00	130·00
SMYRNA	179·40	119·60
SALONICA	183·60	122·40
ODESSA	247·50	165·00
PORT SAID	195·00	130·00
ALEXANDRIA	195·00	130·00
TRIESTE	15·00	10·00

N.B.—Meals: I. class, 8 francs per day; II. class, 6 francs per day.

Company's Offices or Agents.

LONDON: 8, Leadenhall St., E.C. ROME: Via della Mercede, 42,

NORDDEUTSCHER LLOYD.

SAILINGS.

From **Marseilles** to **Alexandria,** calling at Naples.

Outwards weekly (Wednesdays).

Homewards weekly (Wednesdays).

FARES.

First Class from Marseilles to Naples, £5 0 0; to Alexandria, £13 0 0. Second Class from Marseilles to Naples, £3 4 0; to Alexandria, £9 0 0.

For particulars of sailings to **Gibraltar, Genoa, Naples** and **Port Said** see Company's China Service, page 157, and Australian Service, page 175.

Company's Offices and Agents.

LONDON: Keller, Wallis & Co., 2, King William Street, E.C., and 26 & 27, Cockspur Street, S.W. MARSEILLES: 77, Rue de la Republique. ALEXANDRIA: C. H. Schoeller, Cleopatra Lane.

ORIENT ROYAL MAIL LINE.

SAILINGS.

From **London** for **Gibraltar, Marseilles, Naples, Port Said** and **Ismailia** (for Cairo).

Outwards and *Homewards* fortnightly.

Notice.—See Company's Australian Service, page 175.

PAPAYANNI STEAMSHIP LINE.

(THE ELLERMAN LINES, LTD.)

FLEET.

Ararat.	*Alexandria.*	*City of Cambridge.*
Adalia.	*Sardinia.*	*City of Khios.*
Britannia.	*Anetolia.*	*City of Venice.*

SAILINGS.

From **Liverpool** for **Tangier, Algiers, Malta, Alexandria, Alexandretta, Beyrout** and **Cyprus.**

Outwards and *Homewards* fortnightly.

For **Malta, Syra, Smyrna, Constantinople** and **Odessa.**

Outwards and *Homewards* monthly.

FARES.

1. Tangier, £6 0 0; Syra, £12 0 0; Alexandria and Smyrna, £14 0 0; Beyrout, £18 0 0; Alexandretta, £20 0 0; Cyprus, £19 0 0; Constantinople, £15 0 0; Odessa, £16 0 0.

Company's Offices or Agents.

LIVERPOOL: 22, Water Street.

PRINCE LINE.

FLEET.

Creole Prince. *Carib Prince.* *Syrian Prince.*

SAILINGS.—About every 20 days.

FARES.

From or to	Tunis.	Malta.	Alexandria.	Jaffa.	Caiffa.	Acre.	Beyrout.	Tripoli.	Cyprus.	Lattakia.	A'dretta.	Mersyn.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
Manchester & London (Single)	9 0	9 0	13 0	16 0	18 0	18 0	16 0	18 0	18 0	18 0	18 0	18 0
Manchester & London Return)	16 0	16 0	24 0	32 0	35 0	35 0	32 0	35 0	35 0	35 0	35 0	35 0
Tunis	....	1 10	6 0	8 0	11 0	11 0	8 0	11 0	11 0	11 10	12 0	12 10
Malta	....	....	5 0	7 10	9 0	9 0	8 0	10 0	10 0	10 10	11 0	11 0
Alexandria	....	....	....	2 10	3 15	4 0	4 0	4 15	5 10	5 10	6 0	6 0
Jaffa	....	....	....	....	0 16	0 16	1 5	2 10	3 0	3 10	3 5	4 10
Caiffa	....	....	....	....	....	0 10	1 0	2 10	3 0	3 0	3 0	4 0
Acre	....	....	....	....	....	....	1 0	2 10	2 10	3 0	3 10	4 0
Beyrout	....	....	....	....	....	....	....	1 0	1 10	2 10	2 10	3 0
Tripoli	....	....	....	....	....	....	....	....	2 0	1 5	1 10	3 0
Lattakia	....	....	....	....	....	....	....	....	2 0	....	1 5	2 10
Alexandretta	....	....	....	....	....	....	....	....	2 10	....	....	1 5
Mersyn	....	....	....	....	....	....	....	....	2 10	....	....	....

Round Voyage: Manchester or London, Tunis, Malta, Alexandria, Jaffa, Beyrout, Syria, and back to Manchester. £35.
Time occupied, about Fifty-five days.

Company's Offices or Agents.

London: F. Kaye & Co., 5, Fen Court, Fenchurch Street, E.C. Newcastle-on-Tyne: 12, Moseley Street.

ROYAL ROUMANIAN LINE.

FLEET.

Imperatul Trajan. *Regele Carol I.* *Dacia.*
Principesa Maria. *Romania.*

SAILINGS

From **Constanza** to **Alexandria,** calling at Constantinople and Smyrna.

This service is weekly, and runs in connection with the Orient Express from London and Paris.

From **Constanza** to **Smyrna,** calling at Constantinople and Mitylene, weekly.

Applications for passage should be addressed to the Norddeutscher Lloyd in Bremen, or to M. Mewes, Constantinople, and W. H. Muller & Co., Alexandria.

LONDON: Keller, Wallis & Co., 26 & 27, Cockspur Street, S.W., and 2, King William Street, E.C.

RUSSIAN STEAM NAVIGATION COMPANY.

FLEET.

Ceres.
Czarevitch George.
Czar.
Czaritsa.
Emperor Nicholas II.
Grand Duchess Xenia.
Grand Duke Alexis.
Grand Duke Constantine.
Juno.
Jupiter.
Korniloff.
Lasareff.
Lahimoff.
Meren.
Odessa.
Queen Olga.
Russia.
Tchihachoff.
Tronvor.

And a large number of other smaller vessels.

SAILINGS.

For **Egypt** (**Alexandria**) direct, calling at Constantinople, Smyrna and Piræus, and, when necessary, at Dardanelles, Mytilene and Chios, weekly. Time, 7 days.

EGYPTIAN AND SYRIAN COAST LINE.—Odessa, Constantinople, Dardanelles, Smyrna, Chios, Tripoli, Beyrouth, Jaffa, Port Said, Alexandria, and, when necessary, calling at Rhodes, Mytilene, Samos and Chios, fortnightly. Time, about 13 days.

ANATOLIA AND BULGARIAN LINE.—Odessa, Varna, Bourgas, Constantinople, Ineboli, Sinope, Samsun, Ordu, Kerassund, Trebizond, Batoum, and, when necessary, calling at Eregli, Amaserath, Evreni, Apana, Unié, Fatzé, Tripoli, Eleva, Platana, Rizé and Sürmene, fortnightly. Time, about 10 days.

MACEDONIAN LINE.—Odessa, Constantinople, Dardanelles, Mt. Athos, Salonica, Smyrna, fortnightly. Time, 7 days.

SEVASTOPOL-CONSTANTINOPLE LINE.—Direct, leaving Sevastopol on Mondays, and returning from Constantinople on Thursdays. Time, about 29 hours.

COAST LINES.

SAILINGS.

Odessa to the **Crimea** and **Caucacus.**—For Eupatoria, Sevastopol, Yalta, Theodosia, Kertch, Novorossisk, Sukhum Kalch, Poti and Batoum. Some steamers also call at Alushka, Sudak, Anapa, Gelendzik, Zubga, Tuapse, Sotcha, Adler, Guduàt, Noviè-Atkon and Ochemchiri. In summer, 4 times weekly. Time, 4½ days.

Kertch to **Rostov-on-the-Don,** calling at Berdiansk, Mariúpol, Taganrog. Thrice weekly. Time, 36½ hours.

Sevastopol to **Theodosia** (Summer service), twice a week. Time, about 12 hours.

Odessa to **Nicolaef** (Summer service), twice daily. Time, 7 hours.

Odessa to **Kherson** (Summer service), daily. Time, 8½ hours.

Kherson to **Nicopol** and **Alexandrovsk** (Summer service), twice daily between Kherson and Nicopol and once daily on to Alexandrovsk. Time—to Nicopol about 19 hours, and Nicopol to Alexandrovsk 8 hours.

Notice.—For particulars as to sailings, fares, etc., consult Landsert's Official Railway and Steamship Time Tables. The Azof Steam Navigation Company also run a coasting service in the Black Sea, but their steamers are not to be recommended for comfort or punctuality.

RUSSIAN VOLUNTEER FLEET.

SAILINGS.

From **Odessa,** calling at Colombo and intermediate ports to Vladivostock, every three weeks.

Indian Ocean (West).

—*—

ANGLO-ALGERIAN STEAMSHIP CO. LINE.

FLEET.

Arabistan.	*Shahristan.*	*Koordistan.*
Tabaristan.	*Baluchistan.*	*Muristan.*
Gorjistan.	*Bardistan.*	*Nigaristan.*
Turkistan.	*Afghanistan.*	
Serbistan.	*Goolistan.*	

SAILINGS.

From **London** for **Bussorah,** calling at Marseilles, Aden, Djibouti, Muscat, Bunder Abbas and Bushire.

Outwards monthly.

Homewards monthly.

FARES.

FIRST CLASS. Single.	Marseilles.	Port Said.	Suez.	Aden.	Muscat.	Lingah or Bunder Abbas.	Bushire.	Mahomerah and Busreh.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
London or Manchester	7 7	13 13	14 0	22 0	35 0	35 0	36 0	36 15
Marseilles	..	7 7	8 0	15 15	30 0	30 0	31 0	31 10
Port Said	..	..	1 0	10 10	25 0	25 0	26 0	26 5
Suez	..	..	..	10 0	24 10	24 10	25 10	25 15
Aden	..	..	..	..	15 0	16 0	21 0	21 10
Muscat	..	..	..	..	..	3 0	5 0	6 0
Lingah or Bunder Abbas	..	..	..	..	..	..	3 10	4 0
Bushire..	..	..	..	..	..	..	..	1 10

Marseilles to Djibouti, 500 frs. Port Said to Djibouti, 300 frs.

Company's Offices.

London: 27, Leadenhall Street, E.C.

AUSTRIAN LLOYD.

SAILINGS.

From **Trieste** and **Venice** to **Durban,** calling at Brindisi, Port Said, Suez, Aden, Mombassa, Zanzibar, Beira and Delagoa Bay.

Outwards monthly.

Homewards monthly.

First Class Fares from Trieste and Venice to Brindisi, £5 5 0; Port Said, £15 0 0; Suez, £18 0 0; Aden, £30 0 0; Mombassa and Zanzibar, £37 10 0; Beira, £40 0 0; Delagoa Bay, £40 10 0; Durban, £41 0 0.

Agents.

M. Samuel & Co., 20, Billiter Street, E.C.; or Hickie, Borman, Grant & Co., 14, Waterloo Place, S.W.

BRITISH INDIA S.S. COMPANY.

FLEET.—See page 151.

SAILINGS.

From **London** for **Zanzibar,** calling at Marseilles, Genoa, Port Said, Suez, Aden* and Mombasa.

Outwards every month.

Homewards every month.

FARES.

From London to Port Said, 1st Class, £17 0 0; 2nd Class, £11 10 0; to Ismailia or Suez, 1st Class, £19 0 0; 2nd Class, £12 12 0; to Aden, 1st Class, £26 10 0; 2nd Class, £21 0 0; to Mombassa, 1st Class, £45 10 0; 2nd Class, £31 14 0; to Zanzibar, 1st Class, £45 10 0; 2nd Class, £31 14 0.

* Passengers travel by the Calcutta steamer as far as Aden, where they transhipinto the steamer of the Company's Bombay East African Line.

Company's Offices or Agents.

LONDON: Gray, Dawes & Co., 23, Gt. Winchester St., E.C.

ZANZIBAR: Smith, Mackenzie & Co.

DEUTSCHE OST-AFRIKA LINIE.

FLEET.

König.	*Gouverneur.*	*Sultan.*	*Markgraf.*
Herzog.	*General.*	*Safari.*	*Somali.*
Kanzler.	*Reichstag.*	*Feldmarschall.*	*Khalif.*
Kaiser.	*Bundesrath.*	*Prinz Regent.*	
Kronprinz.	*Präsident.*	*Bürgermeister.*	

SAILINGS.

From **Hamburg** for **Natal** (Durban), calling at Rotterdam, Lisbon, Marseilles, Naples, Port Said, Suez, Aden, Mombasa, Tanga, Dar-es-Salaam, Zanzibar, Kilwa, Lindi, Mikindani, Ibo, Mozambique, Beira and Delagoa Bay.

Outwards fortnightly.

Homewards every fortnight.

FARES.

From HAMBURG to		£ s. d.	From HAMBURG to		£ s. d.
	I.	2 0 0		I.	42 10 0
Bremerhaven ..	II.	1 10 0	Dar-es-Salaam ..	II.	28 15 0
	III.	0 15 0		III.	17 10 0
	I.	2 10 0		I.	42 10 0
Antwerp or Rotterdam	II.	1 15 0	Zanzibar	II.	28 15 0
	III.	1 0 0		III.	17 10 0
Marseilles ..	I.	7 10 0		I.	43 15 0
	II.	4 0 0	Mozambique ..	II.	29 0 0
	I.	9 0 0		III.	18 0 0
Lisbon	II.	6 0 0		I.	45 0 0
	III.	4 0 0	Beira	II.	30 0 0
	I.	11 0 0		III.	18 0 0
Naples	II.	7 10 0		I.	48 5 0
	III.	4 10 0	Delagoa Bay ..	II.	30 10 0
	I.	18 15 0		III.	18 10 0
Port Said	II.	10 10 0		I.	47 0 0
	III.	6 10 0	Durban	II.	31 0 0
	I.	21 10 0		III.	18 15 0
Suez	II.	11 10 0		I.	47 10 0
	III.	7 10 0	East London ..	II.	32 0 0
	I.	32 10 0		III.	19 0 0
Aden	II.	21 0 0		I.	48 0 0
	III.	12 10 0	Port Elizabeth	II.	32 10 0
	I.	42 10 0		III.	20 0 0
Tanga	II.	28 15 0		I.	48 15 0
	III.	17 10 0	Cape Town ..	II.	33 0 0
				III.	21 0 0

Company's Offices or Agents.

LONDON: Ellis, Kislingbury & Co., 14. St. Mary Axe, E.C.
HAMBURG: 27, Great Reichenstrasse.
DURBAN: Münder and Auerswald.

MESSAGERIES MARITIMES.

FLEET.

Natal.	*Iraouaddy.*	*Melbourne.*
Djemnah.	*Oxus.*	*Ville de Pernambuco.*
Yang-tse.	*Persepolis.*	

SAILINGS.

From **Marseilles** for **Mauritius,** calling at Port Said, Suez, Djibuti, Zanzibar, Mutsamudu and Moroni alternately, Mayotte, Majunga, Nossi-be, Diego Suarez, Tamatave and La Réunion.

Outwards the 10th of every month.

Homewards monthly.

From **Marseilles** for **Mauritius,** calling at Port Said, Suez, Djibuti, Aden, Seychelles, Mayotte, Majunga, Nossi Bé, Diego Suarez, Tamatave and La Réunion.

Outwards the 25th of every month.

Homewards monthly.

In connection with this service there is a local line between Diego Suarez and the West Coast of Madagascar as far as Tulear.

FARES.

SINGLE.

From MARSEILLES to	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.
ZANZIBAR	41 0 0	29 0 0	14 10 0
MAYOTTE, MUTSAMUDU, MORONI	42 0 0	30 0 0	15 10 0
MAJUNGA	43 8 0	30 0 0	16 0 0
NOSSI-BE	43 0 0	30 0 0	16 0 0
DIEGO SUAREZ	43 0 0	30 0 0	16 0 0
SAINT MARIE	46 0 0	32 0 0	17 0 0
TAMATAVE	47 0 0	33 0 0	17 10 0
REUNION, MAURITIUS	48 0 0	34 0 0	18 10 0

RETURN.

	£ s. d.	£ s. d.	£ s. d.
Zanzibar	65 0 0	45 16 0	23 4 0
Mayotte, Mutsamudu, Moroni ..	66 12 0	46 16 0	24 8 0
Majunga, Nossi-Be, Diego Suarez ..	68 12 0	48 0 0	25 16 0
Dar-es-Salaam	65 8 0	46 4 0	..
Ibo, Pomba	70 16 0	49 4 0	..
Mozambique, Beira, Lorenzo Marques, Natal	72 0 0	50 8 0	27 4 0
Quilimane	72 0 0	50 8 0	..
Saint Marie	74 0 0	52 0 0	27 8 0
Tamatave	75 12 0	53 4 0	28 0 0
Reunion, Mauritius	77 8 0	54 4 0	29 4 0

Company's Offices or Agents.

London: 97, Cannon Street.

Marseilles: 16, Rue Cannebière.

Mauritius (La Réunion): E. Dumonteil Lagreze & Co.

NATAL LINE.

FLEET.

See page 115.

SAILINGS.

From **Cape Town** for **Calcutta,** calling at Mossel Bay, Algoa Bay, East London, Natal, Delagoa Bay, Beira, Ceylon and Madras.

Outwards every fortnight.

Homewards every fortnight.

FARES.

To and from CALCUTTA, MADRAS and CEYLON.	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.
Natal	21 0 0	16 16 0	5 5 0
Delagoa Bay	21 0 0	16 16 0	5 5 0
Beira	19 8 0	14 14 0	5 5 0
East London	24 3 0	17 7 0	6 6 0
Algoa Bay	25 14 6	18 7 6	7 7 0
Mossel Bay	25 14 6	18 18 0	7 7 0
Cape Town	27 6 0	19 8 6	7 17 6

Company's Offices or Agents.

London: Bullard, King & Co., 14, St. Mary Axe, E.C.

Cape Town: Attwell & Co. Natal: King & Sons, Durban.

Calcutta: Anderson, Wright & Co.

WILSON LINE.

FLEET.

See page 93.

SAILINGS.

From **Hull** to **Bombay,** calling at Port Said and Kurrachee.
Outwards every fortnight.
Homewards every fortnight.

FARES.

From Hull to Bombay, £27 10 0.

Company's Offices or Agents.

LONDON: 108, Fenchurch Street, E.C.
HULL: Thomas Wilson, Sons & Co., Ltd.
BOMBAY: Finlay, Muir & Co.

Indian Ocean (East) and China Seas.

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ANCHOR LINE.

FLEET.

Arabia.	*Bavaria.*	*Nubia.*	*Circassia.*
Asia.	*Bohemia.*	*Olympia.*	*Castilia.*
Assyria.	*Britannia.*	*Persia.*	*Massalia.*
Australia.	*Dalmatia.*	*Scindia.*	

SAILINGS.

From **Liverpool** to **Bombay,** calling at Port Said (for Cairo) and Suez.
Outwards every fortnight.
Homewards every fortnight.

From **Liverpool** to **Calcutta,** calling at Canal Ports.
Outwards every fortnight.
Homewards every fortnight.

FARES.

From Liverpool to Port Said, from £11 0 0; Cairo, £12 0 0; Suez, £13 0 0.
From Liverpool to Bombay, Karachi or Calcutta, £31 10 0 and £37 10 0.

Company's Offices or Agents.

LONDON: 4, St. Mary Axe, E.C. LIVERPOOL: 17, Water Street. CALCUTTA: Graham & Co. BOMBAY: W. A. Graham & Co.

AUSTRIAN LLOYD.

SAILINGS.

To **Bombay** from **Trieste,** calling at Port Said, Suez and Aden.
Outwards every month.
Homewards every month.

To **Calcutta** from **Trieste,** calling at Port Said, Suez, Aden, Karachi, Colombo and Rangoon.
Outwards every month.
Homewards every month.

To **Kobe** from **Trieste,** calling at Port Said, Suez, Aden, Karachi, Bombay, Colombo, Singapore, Hong Kong, Shanghai, and Yokohama.
Outwards every month.
Homewards every month.

FARES.

On application.

Company's Offices or Agents.

TRIESTE: Palais du Lloyd.
LONDON: M. Samuel & Co., 20, Billiter Street, E.C.; Hickie, Borman, Grant & Co., 14, Waterloo Place, S.W.

BEN LINE.

FLEET.

Benvenue.	*Benlomond.*	*Beucleuch.*
Benlarig.	*Bengloe.*	*Benarty.*
Benledi.	*Benmohr.*	*Benlawers.*
Benalder.	*Benvorlich.*	*Benavon.*

SAILINGS.

From **London** for **Yokohama,** calling at Penang, Singapore Hong Kong, Nagasaki and Hiogo.
Outwards and *Homewards* fortnightly.

FARES.

From London: I., Penang and Singapore, £30 0 0; Hong Kong, £35 0 0; Japan Ports, £40 0 0.

Company's Offices or Agents.
LONDON: Killick, Martin & Co., 7, Fen Court, Fenchurch Street, E.C.

BIBBY LINE.

(Twin-Screw Steamers.)

FLEET.

Cheshire. *Derbyshire.* *Herefordshire.*
Shropshire. *Worcestershire.* *Warwickshire.*
Staffordshire.

The Fast Mail and Passenger Steamers of this Line have been specially constructed by Messrs. HARLAND AND WOLFF, of Belfast, for the Eastern Trade, and are fitted with all the latest modern improvements, including Electric Light throughout and Refrigerators. Surgeon and Stewardess carried. All Steamers fitted with anti-rolling Keels, and Fans provided free in each Stateroom East of Suez.

First-Class Passengers only carried. Line recognised by Government of India for furlough.

SAILINGS.

From **Liverpool** to **Rangoon,** calling at Marseilles, Port Said, Suez and Colombo. Southern Indian passengers *via* Colombo and Tuticorin.

Outwards from Liverpool and Marseilles fortnightly.
Homewards every fortnight, *via* Marseilles to London.

FARES.

From LIVERPOOL to	£	s.	From MARSEILLES to	£	s.
RANGOON	50	0	RANGOON	45	0
COLOMBO AND TUTICORIN ..	42	0	COLOMBO AND TUTICORIN ..	40	0
ISMAILIA AND SUEZ	18	0	ISMAILIA AND SUEZ .. .	13	0
PORT SAID	17	0	PORT SAID..	12	0
MARSEILLES	8	8			

LIVERPOOL to MARSEILLES and back to LONDON, £15.
Cheap Return Tickets issued.
Passengers booked through to Alexandria, Cairo, etc.

Company's Offices or Agents.

LIVERPOOL: 26, Chapel St. RANGOON: The Arracan Co., Ltd.
LONDON: 10, Mincing Lane, E.C. COLOMBO: Carson & Co.
PORT SAID: Wm. Stapledon & Sons. CAIRO: Thos. Cook & Son.
MARSEILLES: Watson & Parker, 8, Rue Beauvau.
MADRAS: Walker & Co.

BRITISH INDIA STEAMSHIP CO.

FLEET.

Golconda. *Avoca.* *Dunera.* *Manora.* *Jelunga.*
Mombassa. *Dilwara.* *Matiana.* *Goorkha.* *Jumna.*

N.B.—The Company owns a large Fleet; the above are the Steamers employed on the two trunk lines to India and Australia.

SAILINGS.

From **London** for **Calcutta,** calling at Marseilles, Genoa, Port Said, Suez, Aden, Colombo and Madras.

Outwards every fortnight.

Homewards every fortnight.

From **London** for **Bombay,** calling at Karachi and the Persian Gulf Ports.

Outwards every three weeks.

Homewards every three weeks.

Regular local services between the following ports:—

Calcutta and **Rangoon,** weekly.

Calcutta, Rangoon and **Maulmein,** weekly.

Calcutta, Rangoon, Penang and **Singapore,** weekly.

Calcutta, Singapore, **Manilla,** every three weeks.

Calcutta, Chittagong, Arakan and **Burmah,** weekly.

Rangoon, Tavoy and **Mergui,** weekly.

Maulmain and **Mergui,** fortnightly, calling occasionally at Yeh and Palaw.

Madras, Northern Coromandel ports and **Rangoon,** weekly.

Rangoon, Madras and **Negapatam,** weekly.

Maulmain, Rangoon, Colombo, Malabar ports and **Bombay,** fortnightly.

Madras, Negapatam, Penang and **Singapore,** fortnightly.

Calcutta, Colombo and **Mauritius,** monthly.

Calcutta and **Bombay,** coasting, weekly.

Bombay, Karachi and **Persian Gulf,** weekly.

Bombay and **Karachi,** coasting, weekly.

Bombay and **Karachi,** direct, weekly.

Bombay and **Zanzibar,** calling at Aden and Mombasa, monthly.

Bombay and **Delagoa Bay,** via Seychelles, Mombasa.

Tuticorin and **Colombo,** daily. The steamers leave Tuticorin and Colombo every evening (Sundays excepted), arriving at Colombo and Tuticorin the following morning.

N.B.—The Company also despatch periodically extra steamers between the Indian coast ports.

FARES.

FIRST CLASS from	Marseilles.	Port Said.	Ismailia and Suez.	Aden.	Colombo.	Madras.	Calcutta
	£ s.	£ s.	£ s.	£ s.	£ s. £ s.	£ s. £ s.	£ s. £ s.
London	8 8	17 0	19 0	25 10	*37 10 to 41 10	*37 10 to 41 10	*37 10 to 41 10
Marseilles	..	12 12	15 12	22 15	35 0 ,, 39 0	35 0 ,, 39 0	35 0 ,, 39 0
Port Said	..	..	3 0	13 13	£28 0	£31 16	£33 8
Ismailia & Suez	..	..	..	11 8	25 15	29 11	31 0
Aden	..	..	..	..	18 4	20 10	22 18
Colombo	..	..	..	..	..	4 0	8 16
Madras	..	..	..	..	..	..	6 7

* According to berth occupied.

FIRST CLASS from	Malta.	Port Said.	Ismailia and Suez.	Aden.	Kurrachee.	Bombay.	Muscat.	Bunder Abbas.	Bushire.	Busreh.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
London	12 12	17 0	19 0	35 0	47 10	47 10	55 10	57 10	61 5	63 0
Malta	..	7 7	10 10	24 0	42 0	42 0	45 0	49 0	50 10	52 10
Port Said	..	..	2 0	17 0	33 10	33 10	36 10	40 10	42 10	44 0
Ismailia & Suez	..	..	..	15 0	31 10	31 10	34 10	38 10	40 0	42 0
Aden	..	..	..	..	18 0	18 0	21 0	24 0	28 0	30 0
Kurrachee	..	..	..	..	..	5 5	5 10	7 10	11 5	13 0
Bombay	..	..	..	..	..	..	8 0	9 10	13 10	15 0
Muscat	..	..	..	..	..	..	..	5 0	8 0	10 10
Bunder Abbas	..	..	..	..	..	..	..	..	5 0	7 0
Bushire	..	..	..	..	..	..	..	..	..	2 10

Company's Offices or Agents.

LONDON: Gray, Dawes & Co., Craven House, Northumberland Avenue. CALCUTTA: Mackinnon, Mackenzie & Co.

CITY LINE.

FLEET.

City of Athens.
City of Benares.
City of Bombay.
City of Calcutta.
City of Corinth.
City of Delhi.
City of Edinburgh.
City of Lucknow.
City of Madrid.
City of Oxford.
City of Perth.
City of Sparta.
City of Vienna.
City of York.
City of Arga.
City of Glasgow.
City of Karachi.
City of Madras.
City of Manchester.

SAILINGS.

From **Liverpool** for **Calcutta, Bombay** and **Karachi,** calling at Naples, Malta, Port Said, Ismailia, Suez and Colombo.

Outwards every 12 days.

Homewards via Marseilles and London to Liverpool every 12 days.

FARES.

First Class from Liverpool to Malta £10 10, to Port Said £14, to Cairo £15, to Suez £16, to Colombo, Calcutta, Bombay and Karachi from £31 10 to £37 10. Return (available for two years) from £48 to £58.

Company's Offices or Agents.

LIVERPOOL: Allan Bros., 19, James Street.

CALCUTTA: Gladstone, Wyllie & Co.

COMPANIA TRANSATLANTICA.

FLEET.

Alicante.	*Buenos Aires.*	*Isla de Luzon.*
P. de Satrustegui.	*Monte Video.*	*Isla de Panay.*

SAILINGS.

From **Liverpool** for **Manilla, Ilo-Ilo** and **Cebu,** calling at Coruna, Vigo, Lisbon, Cadiz, Cartagena, Valencia, Barcelona, Port Said, Suez, Aden, Colombo and Singapore.

Outwards monthly.

Homewards monthly.

FARES.

From Liverpool: I.,	Barcelona	£12	3	4
,,	,,	Suez	22	0	0
,,	,,	Aden	37	0	0
,,	,,	Colombo	52	0	0
,,	,,	Singapore	57	0	0
,,	,,	Manilla	72	0	0

Company's Offices or Agents.

LIVERPOOL: Larrinaga & Co.

MANILLA: La Compania General de Tabacos de Filipinas.

GLEN LINE.

FLEET.

Glenroy.	*Glenturret.*	*Glenshal.*
Glenfarg.	*Glenesk.*	*Glenarn.*
Glenlochy.	*Glenlogan.*	

SAILINGS.

For **Yokohama,** calling at Suez, Penang, Singapore, Hong Kong, Shanghai and Hiogo.

Outwards about every three weeks.

Homewards about every three weeks.

FARES.

From London:	I.,	Suez Canal	£12	0	0
,,	,,	Penang and Singapore	30	0	0
,,	,,	Hong Kong	35	0	0
,,	,,	Shanghai	40	0	0
,,	,,	Hiogo	45	0	0
,,	,,	Yokohama	45	0	0

Company's Offices or Agents.

LONDON: McGregor, Gow & Co., 1, East India Avenue, E.C.
YOKOHAMA: Jardine, Mathieson & Co.
HONG KONG, SHANGHAI, } McGregor Bros. & Gow.

HENDERSON (P.) AND CO.'S LINE.

FLEET.

	Ava.	*Rangoon.*
Bhamo.	*Burma.*	*Mandalay.*
Pegu.	*Arracan.*	*Amarapoora.*

SAILINGS.

From **Liverpool** (Birkenhead) to **Rangoon,** calling at Port Said, Ismailia and Suez.

Outwards about every fortnight.

Homewards every fortnight.

FARES.

From Liverpool to Rangoon			£35	0	0
,,	,,	,, Port Said, Ismailia or Suez ...	12	0	0
,,	Port Said, Ismailia or Suez to Rangoon ...		25	0	0

Company's Offices or Agents.

LONDON: Galbraith, Pembroke & Co., 8, Austin Friars.
LIVERPOOL: Lamport & Holt, 21, Water Street.
RANGOON: Steel Bros. & Co. Ltd.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

FLEET.

See page 89.

SAILINGS.

From **Southampton*** for **Yokohama,** calling at Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang,† Singapore,‡ Hong Kong,¶ Shanghai,§ Nagasaki and Hiogo.

Outwards every 14 days (on Tuesdays).
Homewards every 14 days.

FARES.

See Tables, pages 162, 163 and 164.

Notice.—Passengers joining at Genoa or Naples leave London four or five days later.

Company's Offices or Agents.

LONDON: Keller, Wallis & Co., 26 & 27, Cockspur Street, S.W.; 2, King William Street, E.C. YOKOHAMA: H. Ahrens & Co.

KONINKLJKE PAKETVAART MAATSCHAPPŸ.

INTER-INSULAR SERVICES IN THE MALAY ARCHIPELAGO.

SAILINGS.

Batavia, Telok-Betong, Kroë, Benkoelen, Padang, Olehleh, Segli, Telok-Semawé, Edi, **Penang,** fortnightly.

Singapore, Batavia, weekly.

Batavia, Telok-Betong, Kroë, Bintoehan, Engano, Benkoelen, **Padang,** fortnightly.

Padang, Poeloe-Tello, Priaman, Ajer-Bangis, Natal, Siboga, Baros, Goenoeng-Sitoli, Singkel, Troemon, Tampat-Toean, Soesoe, Analaboe, Poeloe-Raija, Olehleh, Penang, **Singapore,** fortnightly.

Batavia, Muntok, **Palembang,** weekly.

Palembang, Moeara-Saba, Simpang, **Djambi,** monthly.

Batavia, Muntok**, Riouw**, **Belawan-Deli,** weekly.

Singapore, Bengkalis††, Siak††, Bengkalis††, Paneh (Laboean Bilik), Bila (Si-Djawi-Djawi), Asahan (Tandjong-Balei), **Belawan-Deli,** fortnightly.

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* The steamers actually start from Bremen, calling at Antwerp.

† A steamer of the British India Steam Navigation Company connects with the Mail steamer at this port for Rangoon. Also a local steamer of the N.D.L. runs between Penang, Deli, Asahan and Sumatra.

‡ At Singapore connection is made with the local N.D.L. service to Sumatra, Bangkok, Hong Kong via Bankok and Borneo, Celebes, Molukken, Sulu, Zamboanga, and with the Koninklijke Paketvaart Company's service to Batavia, Samarang and Sourabaya.

¶ At Hong Kong connection is made for New Guinea, Queensland and Sydney and further connections to Manila, Cebu and Ilvilo.

§ At Shanghai connection is made for Tsingtau (Kiautschou), Chefoo and Tientsin.

** Only every fourth Steamer calls at these ports.

†† Only alternate Steamers call at these ports.

Batavia, Tandjong-Pandan (Billiton), **Pontianak,** fortnightly.

Batavia, Cheribon, Tegal, Pekalongan, Samarang, **Surabaya,** twice weekly.

Singapore, Bawean†, Surabaya, Bawean†, Bandjermasin, Kota-Baroe (Pl. Laut)†, Samalatakan (Pamoekanbaai)†, Passir†, Samarinda (Koetei)†, Donggala (Palosbaai)†, Berouw†, **Boelongan†,** about weekly†.

Singapore, Batavia, Samarang, Surabaya, Boeleleng, Ampenan, Laboean-Hadji, **Macassar,** fortnightly.

Amboina, Banda, Amboina, Boeroe, Batjan, Ternate, Gorontalo, Taroena, Siauw, Menado, Amoerang, Kwandang, Bwool, Toli-Toli, Donggala, **Pare-Pare,** about fortnightly.

Singapore, Batavia, Samarang, Surabaya, Macassar, Amboina, **Banda,** fortnightly.

Macassar, Bonthain, Boelekomba, Saleier, Sindjai (Balangnipa), Palima, Paloppo (Loewoe), Boeton, Kendari Salabangka, **Temboekoe,** monthly.

Singapore, Bawean, Batavia, Samarang, Surabaya, Boeleleng, Ampenan, Lab-Hadji, Sumbawa, Bima, Makassar, **Bima,** monthly.

Waingapoe, Endeh, Savoe, Rotti, Koepang, Alor, Timor-Deli, Atapoepoe, Koepang, Larentoeka, **Maoemeri,** monthly.

Amboina, Saparoea, Banda, Gisser, Sekar, Skroë, Tocal (Kei-eilanden), **Dobo** (Aroë-eilanden), two-monthly.

Amboina, Wahaai, Ternate, Gani, Patani, Saonek Sorong, Samate, Doreh, Roon, Ansoes, Djamna, **Humboldtsbaai,** three-monthly.

Singapore, Bawean, Batavia, Samarang, Surabaya, Boeleleng, Ampenan, Makassar, Amboina, Saparoea **Banda,** two-monthly.

Gisser, Boelata-Bai, Sekar, Fakfak, Tocal (Kei-eilanden), Elat (Groot-Kei), Dobo (Aroe-eilanden), Lelingloewan (Larat), Adaoet (Selaroe), Tepa (Babber), Woeloer (Dammer), Serwaroe (Letti), Kisser, **Ilwaki** (Wetter), four-monthly.

Singapore, Bawean, Surabaya, Boeleleng, Ampenan, Laboean-Hadji, Sumbawa, Bima, **Macassar,** about fortnightly.

Surabaya, Soemenap, Panaroekan, Banjoewangi, Boeleleng, **Ampenan,** fortnightly.

N.B.—The above-mentioned services are maintained regularly in both directions.

FARES.

Approximately 1 guilder (1s. 8d.) per 8 knots, first class, and half that amount second class.

Company's Offices or Agents.

LONDON: Keller, Wallis & Co., 2, King William Street, E.C.

SINGAPORE:

† Only alternate Steamers call at these ports.

MESSAGERIES MARITIMES.

FLEET.

Annam.	*Yarra.*	*Charente.*
Tonkin.	*Salaziel.*	*Dordogne.*
Indus.	*Sydney.*	*Adour.*
Laos.	*Calèdonien.*	*La Seine.*
Ernest Simons.	*Dupleix.*	*Guadalquivir.*
Océanien.	*Sinai.*	

From **Marseilles** for **Yokohama,** calling at Port Said, Suez, Aden, Bombay, Colombo,* Singapore, Saigon, Hong Kong, Shanghai and Hiogo, transhipping at Singapore for Batavia.

Outwards every 28 days.

Homewards every 28 days.

From **Marseilles** for **Yokohama,** calling at Port Said, Suez, Djibouti, Colombo, Singapore, Saigon, Hong Kong, Shanghai and Hiogo, transhipping at Colombo for Pondicherry and Calcutta, and at Singapore for Batavia.

Outwards every 28 days.

Homewards every 28 days.

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* The Company's Australian steamers, sailing a week later, make the run to Colombo in better time, so that it is possible to overtake this steamer at this port.

FARES.

SINGLE.

From MARSEILLES to	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.
Port Said	17 0 0	13 0 0	6 10 0
Suez	20 0 0	15 0 0	7 10 0
Djibouti	32 0 0	25 0 0	13 10 5
Aden	34 0 0	26 0 0	14 0 0
Bombay	48 0 0	36 0 0	20 0 0
Kurrachee, by transhipment at Bombay	50 0 0	39 0 0	22 8 0
Colombo Direct	48 0 0	36 0 0	20 0 0
Pondichery	48 0 0	36 0 0	20 0 0
Madras	48 0 0	36 0 0	—
Calcutta	48 0 0	36 0 0	20 0 0
Singapore	62 0 0	41 0 0	22 10 0
Batavia	62 0 0	43 0 0	23 10 0
Saigon / Bangkok	68 0 0	45 0 0	25 0 0
Nhatrang	70 0 0	48 0 0	25 10 0
Quinhon	72 0 0	49 0 0	26 0 0
Tourane	74 0 0	50 0 0	26 10 0
Haiphong	75 0 0	51 0 0	28 0 0
Hong Kong, Shanghai, Kobe, Yokohama	75 0 0	51 0 0	28 0 0

RETURN.

Djibouti	56 0 0	37 4 3	20 0 0
Aden	57 12 0	38 0 0	21 4 0
Colombo, Pondichery, Madras, Calcutta, Bombay	80 0 0	53 4 0	29 4 0
Kurrachee	80 0 0	57 4 0	33 4 0
Singapore	90 0 0	66 8 0	36 8 0
Batavia, Saigon, Samarang	97 0 0	72 0 0	39 12 0
Nhatrang, Quinhon	102 0 0	72 0 0	41 16 0
Tourane, Haiphong	105 0 0	76 12 0	42 0 0
Hong Kong, Shanghai, Nagasaki, Kobe, Yokohama	105 0 0	76 12 0	42 0 0

Company's Offices or Agents.

London: 97, Cannon Street, E.C.

Marseilles: 16, Rue Cannebière.

NAVIGAZIONE GENERALE ITALIANA.

FLEET.

Manilla. *Dom. Balduino.*
Raff. Rubattino. *Singapore.*

N.B.—The Company's Fleet includes some hundred steamers. The above, employed in the service to Bombay, are the only ones calling for mention.

SAILINGS.

From **Genoa** to **Bombay,** calling at Naples, Messina, Alexandria, Port Said and Suez.

Outwards 18th of every month.
Homewards monthly.

N.B.—A service from Venice, leaving a date later, connecting with the foregoing at Alexandria, calls at Ancona, Bari and Brindisi.

Between **Aden, Assab and Massowa,** weekly; dates depending upon arrival of Company's and P. & O.'s mail steamers at Aden.

For **Hong Kong,** from **Bombay.** This service is in supposed correspondence with the same Company's service from Genoa, but the interval between the arrival of the European steamer and the departure of the Eastern one amounts to 14 days. The departures are every month, calling at Singapore, where there is a wait of 2 days.

FARES.

From	Aden.			Bombay.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Genoa .. Naples .. Messina .. Venice .. Ancona .. Bari .. Brindisi ..	26 8 0	18 14 0	7 14 0	44 0 0	29 14 0	11 0 0
Alexandria ..	19 0 0	12 6 0	6 12 0	37 0 0	24 12 0	12 6 0
Port Said	17 12 0	11 0 0	5 18 0	33 6 0	20 18 0	7 14 0
Suez	15 8 0	9 4 0	5 0 0	34 2 0	18 14 0	6 12 0
Aden	..	..	..	21 2 0	14 1 0	5 14 0

From BOMBAY to	1st Class.	2nd Class.	3rd Class.
	R.	R.	R.
Singapore	165	66	49·8
Hong Kong	220	120	93·8

The passage money includes wine or beer on the Bombay line, wine only on the other lines.

Company's Offices or Agents.

London: Laming & Co., 8, Leadenhall Street, E.C.

Passenger Rates between European ports.

The rates from and to Bremen, Hamburg and Rotterdam apply only to such steamers as are despatched from or to these ports.

The first rate is the price of the first class, the second rate the price of the second class and the third rate the price of the third class.

	From Bremen or Hamburg	From Rotterdam	From Antwerp	From Southampton	From Gibraltar	From Genoa	From Naples
	£	£	£	£	£	£	£
To Bremen or Hamburg	—	2.5 1.10 —.10	2.15 2.— —.15	5.10 4.— 1.10	14.— 9.— 3.10	15.— 10.— 4.10	18.— 12.— 5.—
To Rotterdam	2.5 1.10 —.10	—	—	—	—	—	—
To Antwerp	2.15 2.— —.15	1.10 1.— —.10	—	3.— 2.— —.15	14.— 9.— 3.10	15.— 10.— 4.10	18.— 12.— 5.—
To Southampton	5.10 4.— 1.10	4.— 3.— 1.5	3.— 2.— —.15	—	11.— 7.— 3.—	12.— 8.— 4.—	15.— 10.— 4.10
To Gibraltar	14.— 9.— 3.10	14.— 9.— 3.10	14.— 9.— 3.10	11.— 7.— 3.—	—	5.10 4.— 2.10	8.10 6.— 3.—
✕ To Genoa	15.— 10.— 4.10	15.— 10.— 4.10	15.— 10.— 4.10	12.— 8.— 4.—	5.10 4.— 2.10	—	3.4 2.4 1.—
To Naples	18.— 12.— 5.—	18.— 12.— 5.—	18.— 12.— 5.—	15.— 10.— 4.10	8.10 6.— 3.—	3.4 2.4 1.—	—

The price of a **return ticket,** available for six months from date of departure to date of arrival on return, is 1 1/2 fares. Return tickets to Naples and vice versa, are not issued.

Rebooking Abatement. Passengers having paid the full single fare on the outward voyage (i. e. not having profited by a rebooking allowance), will, when returning, be granted a reduction of 20 %, provided the re-embarkation takes place within 6 months from the date of landing.

Claims for this reduction must be made when booking the passage, as later claims cannot be considered.

✕ The first and second class rates to Genoa are also charged to Naples, provided passengers tranship at Gibraltar to a steamer of the New York Line.

Passenger rates

from Europe and Egypt to Aden, Colombo, the Straits, China and Japan.

The rates from Bremen, Hamburg and Rotterdam apply only to such steamers as are despatched from these ports.

	From **Bremen, Hamburg, Rotterdam, Antwerp or Southampton**					From **Gibraltar, Genoa, Naples or Marseilles +**					From **Port Said or Suez**				
	I. Cl.		II. Cl.		III. Cl.	I. Cl.		II. Cl.		III. Cl.	I. Cl.		II. Cl.		III. Cl.
	outside berths	inside berths	outside berths	inside berths		outside berths	inside berths	outside berths	inside berths		outside berths	inside berths	outside berths	inside berths	
To Aden	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
single	38	35	32	26	13	34	33	30	24	11	30	29	28	22	10
return	57	52	48	39	19.10	51	49	45	36	16.10	45	43	42	33	15
To Colombo															
single	52	42	38	32	18	48	40	36	30	16	44	36	34	28	15
return	78	63	57	48	27	72	60	54	45	24	66	54	51	42	22.10
To Penang or Singapore	£		£		£	£		£		£	£		£		£
single	60		40		20	56		38		18	52		36		17.—
return	90		60		30	84		57		27	78		54		25.10
To Hongkong					24					22					21.—
					36					33					31.10
To Shanghai															
single	65		44		26	61		42		24	57		40		23.—
return	97		66		39	91		63		36	85		60		34.10
To Nagasaki, Kobe or Yokohama					27					25					24
					40.10					37.10					36

+ The rates from Marseilles to the above Asiatic ports are the same as those from Genoa. Passengers are forwarded from Marseilles to Naples either by a saloon steamer of the Alexandria Line or by a steamer of the German Mediterranean Levant Line. Passengers may also travel by a saloon steamer from Marseilles to Alexandria to continue the voyage from Port Said by an Imperial Mail steamer. Passengers must maintain themselves at their own expense while awaiting transhipment. The cost of the journey from Alexandria to Port Said or Suez is not included in the price and must therefore be paid extra.

Return tickets are available for 2 years from date of departure to date of arrival on return.

Against payment of the difference between the prices of the return tickets as per tarif on page 65 passengers may travel over the Alexandria—Constantza route on the homeward voyage.

Rebooking Abatements. Passengers having paid the full single fare on the voyage out (i. e. not having profited by a rebooking allowance), will be granted the following reductions when returning, viz:

if reembarking within 6 months from the date of landing 20 %
" " " 12 " " " " " " 10 %

Claims for these reductions must be made when booking the passage, as later claims cannot be considered

Passenger Rates between Asiatic ports.

The first rate is the price of the first class, the second rate the price of the second class and the third rate the price of the third class.

	From **Aden**	From **Colombo**	From **Penang**	From **Singapore**	From **Hongkong**	From **Shanghai**	From **Nagasaki**	From **Kobe**	From **Yokohama**
	Rup.	Rup.	$	$	$	Taels	Yen	Yen	Yen
To **Aden**	—	300	285	300	365	290	465	465	465
	—	225	215	230	260	195	310	310	310
	—	100	80	85	110	95	150	155	160
To **Colombo**	300	—	130	150	230	200	320	320	320
	225	—	100	110	150	130	210	210	210
	100	—	35	40	70	65	105	110	115
To **Penang**	435	195	—	30	110	105	190	190	190
	345	150	—	20	75	75	135	135	135
	145	60	—	10	40	43	70	72	75
To **Singapore**	465	225	30	—	80	95	175	175	175
	375	165	20	—	60	60	115	115	115
	150	70	10	—	35	40	62	65	67
					$	$	$	$	$
To **Hongkong**	555	345	110	80	—	60	90	120	130
	405	225	75	60	—	40	60	70	77
	195	120	40	35	—	20	22	25	30
To **Shanghai**	615	420	150	125	60	—	35	70	80
	420	270	100	80	40	—	22	40	48
	220	150	55	50	20	—	10	15	20
To **Nagasaki**	630	435	170	150	90	35	—	35	45
	435	285	115	100	60	22	—	20	28
	225	160	60	53	22	10	—	5	10
To **Kobe**	630	435	170	150	120	70	35	—	15
	435	285	115	100	70	40	20	—	8
	235	165	62	56	25	15	5	—	5
To **Yokohama**	630	435	170	150	130	80	45	15	—
	435	285	115	100	77	48	28	8	—
	240	175	64	58	30	20	10	5	—

The price of a **return ticket** is 1½ fares. Return tickets are good for 2 years from date of departure to date of arrival on return; return tickets from Hongkong to Yokohama and vice versa as well as for the intermediate distances, are however available for 6 months only.

Rebooking Abatement. Passengers having paid the full single fare on the voyage out (i. e. not having profited by a rebooking allowance), will, when returning, be granted a reduction of 20 % provided the reembarkation takes place within 6 months from the date of landing.

Claims for this reduction must be made when booking the passage, as later claims cannot be considered.

NEDERLAND STEAMSHIP COMPANY.

FLEET.

Koningin Wilhelmina.	*Koningin Regentes.*	*Rembrant.*
Prinses Sophie.	*Koning Willem II.*	BUILDING.
Koning Willem I.	*Koning Willem III.*	*Pondel.*
Prins Hendrik.	*Oranje.*	*Grotius.*

SAILINGS.

From **Southampton** for **Surabaya,** calling at Genoa, Port Said, Suez, Sabang*, Batavia*, Singapore, Cheribon and Samarang*.

Outwards every fortnight.

Homewards every fortnight.

FARES.

		I.	II.
Single. —From	Southampton to Batavia	£66 10 0	£37 10 0
,, ,,	Genoa to Batavia ...	£61 0 0	£33 0 0
,, ,,	Southampton to Genoa...	£8 10 0	£5 0 0
Return.—From	Southampton to Batavia	£100 0 0	£64 0 0
,, ,,	Genoa to Batavia ...	£91 0 0	£55 10 0

Return Tickets not issued between Southampton and Genoa.

Company's Passenger Agent.

LONDON: B. K. Denbigh, 22, Cockspur Street, S.W.

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* The Intercolonial services of the Koninklÿke Paketvaart Maatschappÿ connect with these steamers at these ports.

NIPPON YUSEN KAISHA (Japan Steamship Co.).

FLEET.

Kanagawa Maru.	*Inaba Maru.*	*Kasuga Maru.*
Hakata Maru.	*Tamba Maru.*	*Yawata Maru.*
Kamakura Maru.	*Bingo Maru.*	*Iyo Maru.*
Kawachi Maru.	*Shinano Maru.*	*Kaga Maru.*
Wakasa Maru.	*Awa Maru.*	*Aki Maru.*
Sanuki Maru.	*Kumano Maru.*	*Nikko Maru.*
Sado Maru.		

SAILINGS.

From **London** for **Yokohama,** calling at Port Said, Colombo, Singapore, Hong Kong and Kobe.

Outwards every fortnight.

Homewards every fortnight, calling also at Shanghai, Penang and Marseilles.

From **Yokohama** for **Melbourne,** calling at Japan Ports, Hong Kong, Manilla, Thursday Island, Townsville, Brisbane and Sydney.

Outwards every month.

Homewards every month.

Services are also maintained between the following ports:—

Yokohama and **Shanghai,** weekly.
Kobe and **Newchwang,** every 2 weeks.
Kobe and **Tientsin,** every 2 weeks.
North China Line and **Kobe,** every 2 weeks.
Kobe and **Vladivostock,** every 2 weeks.
Yokohama and **Bombay,** monthly.
Kobe and **Keelung,** four times a month.
Yokohama and **Bonin Islands,** monthly.
Kobe and **Otaru (East),** three times a week.
Kobe and **Otaru (West),** weekly.
Shanghai and **Tientsin,** weekly

FARES.

From LONDON to	1st Class.	2nd Class.	3rd Class by Special Agreement.
	£ s.	£ s.	£ s.
Port Said	16 10	11 0	6 10
Colombo } Singapore }	45 0	30 0	17 0
Hong Kong	50 0	33 0	19 0
Kobe or Yokohama	55 0	35 0	20 0

Company's Offices or Agents.

London: 2, Fenchurch Avenue, E.C.
Tokio: 1, Yurakucho It chome, Kojimachi-Ku.
Melbourne: Dalgetty & Co., Ltd.

PENINSULAR AND ORIENTAL S. N. CO.

FLEET.

Persia.	*Socotra.*	*Java.*	*Pera.*
China.	*Banca.*	*Formosa.*	*Palma.*
Egypt.	*Nubia.*	*Malacca.*	*Palermo.*
India.	*Simla.*	*Isis.*	*Vectis.*
Arabia.	*Peninsular.*	*Osiris.*	*Mooltan.*
Caledonia.	*Oriental.*	*Syria.*	*Devanha.*
Assaye.	*Mazagon.*	*Soudan.*	*Delhi.*
Plassy.	*Palawan.*	*Somali.*	*Delta.*
Himalaya.	*Sunda.*	*Sicilia.*	*Dongola.*
Oceana.	*Sumatra.*	*Sardinia.*	*Poona.*
Arcadia.	*Borneo.*	*Moldavia.*	*Namur.*
Victoria.	*Japan.*	*Mongolia.*	*Nile.*
Britannia.	*Manila*	*Macedonia.*	*Nyanza.*
Candia.	*Ceylon.*	*Marmora.*	*Nore.*
Malta.			

SAILINGS.

From **London** for **Calcutta,** calling at Malta, Port Said,* Aden and Colombo.

Outwards every alternate Saturday.

Homewards every fortnight.

From **London** for **Colombo,** calling at Gibraltar, Marseilles, Port Said,* Aden and Bombay; connecting at Bombay with local steamer for Karachi and railway for Madras.

Also by Company's Australian Mail steamers by transshipment at Aden into Company's local Bombay-Aden steamer.

Outwards every Friday.

Homewards every week.

From **London** for **Japan,** calling at Gibraltar, Marseilles, Port Said,* Aden, Colombo, Penang, Singapore, Hong Kong and Shanghai; connecting at Hong Kong with local steamer for (Japan) Nagasaki, Kobe and Yokohama.

Outwards every alternate Friday.

Homewards every fortnight.

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* Passengers embarking at Brindisi are conveyed thence to Port Said by Specia express steamer.

Intermediate Service, alternate Saturdays, calling at Malta, Port Said, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe and Yokohama.

The foregoing constitute practically a weekly service from London to all ports mentioned.

FARES.

PORTS.	FROM LONDON.				FROM MARSEILLES.			
	1ST SALOON.		2ND SALOON.		1ST SALOON.		2ND SALOON.	
	Mail.	Intermediate.	Mail.	Intermediate.	Mail.	Intermediate.	Mail.	Intermediate.
	£	£	£	£	£	£	£	£
GIBRALTAR	11	10	7	6	5	—	4	—
MARSEILLES	12	11	8	7	—	—	—	—
MALTA	17	16	11	10	11	10	7	6
ALEXANDRIA	22	20	13	12	16	15	10	9
PORT SAID	22	20	13	12	16	15	10	9
ADEN	38	35	26&32	26	34	33	24&30	24
MOMBASSA or ZANZIBAR, *via* Aden	56	—	38&44	—	52	—	36&42	—
BOMBAY, KURRACHEE	52	—	32&38	—	48	—	30&36	—
COLOMBO	52	42	32&38	32	48	40	30&36	30
CALCUTTA	—	42	—	32	—	40	—	30
RANGOON, *via* Bombay and Madras	57	—	35&41	—	53	—	33&39	—
RANGOON, *via* Bombay and Calcutta	62	—	—	—	58	—	—	—
RANGOON, Chittagong, Akyab and Moulmein, *via* Calcutta	—	45	—	35	—	—	—	—
PENANG and SINGAPORE	60	45	40	32	56	—	38	—
HONG KONG, SHANGHAI, KOBE, YOKOHAMA	65	50	44	35	61	—	42	—
MANILA. *via* Hong Kong	70	—	52	—	66	—	47	—
DERBY, Broome Cossack, Onslow, Carnarvon, Shark's Bay, Geraldton, *via* Singapore	68	—	45	—	—	—	—	—

RETURN FARES.	From London and back to London.		From Marseilles and back.		From Brindisi and back.
	1st Saloon.	2nd Saloon.	1st Saloon.	2nd Saloon.	1st Saloon.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To Gibraltar	16 0 0	10 0 0	—	—	—
To Marseilles	18 0 0	12 0 0	—	—	—
To Malta	24 0 0	16 0 0	—	—	—
For Aden	57 0 0	39 0 0 and 48 0 0	51 0 0	36 0 0 and 45 0 0	51 0 0
For Bombay or Colombo ..	78 0 0	48 0 0 and 57 0 0	72 0 0	45 0 0 and 54 0 0	72 0 0
To Calcutta, Intermediate Line	63 0 0	48 0 0	60 0 0	45 0 0	—
To Rangoon (*via* Bombay and Madras)	85 10 0	54 0 0 and 63 0 0	80 0 0	51 0 0 and 60 0 0	80 0 0
To Rangoon (*via* Bombay and Calcutta outwards and *via* Madras homewards)	90 10 0	59 0 0 and 68 0 0	85 0 0	56 0 0 and 65 0 0	85 0 0
To Singapore or Penang ..	90 0 0	60 0 0	84 0 0	57 0 0	84 0 0
To Hong Kong, Shanghai or Yokohama	97 0 0	66 0 0	91 0 0	63 0 0	91 0 0

Return Tickets to Ports West of Egypt are available for six months and those to Ports East of Egypt are available for two years.

Notices.—Passengers embarking at Brindisi leave London (Charing Cross Station) 7 days later—viz., at 9 p.m. on the Friday following the steamer's departure from London, and join the P. & O. special through train at Calais.

Company's Offices or Agents.

London : 122, Leadenhall Street, E.C., and Northumberland Avenue, W.C.

SHIRE LINE.

FLEET.

Carmarthenshire.	*Monmouthshire.*	*Denbighshire.*
Flintshire.	*Pembrokeshire.*	*Glamorganshire.*
Merionethshire.	*Radnorshire.*	*Breconshire.*

SAILINGS.

From **London** (Royal Albert Docks) for **Yokohama,** calling at Penang, Singapore, Hong Kong, Shanghai, Hiogo and Nagasaki.

Outwards every three weeks.

Homewards every three weeks.

FARES.

	I	II
To Port Said	£12 0 0	£10 0 0
To Penang or Singapore	30 0 0	25 0 0
To Hong Kong	35 0 0	30 0 0
To Shanghai, Yokohama, Hiogo and Nagasaki	42 0 0	32 0 0

Round Voyage, £90 0 0

Round the World, from £100 0 0

Company's Offices or Agents.

LONDON: 6, Lloyd's Avenue, E.C.

YOKOHAMA: Samuel, Samuel & Co.

Southern Pacific and Southern Oceans.

—*—

ABERDEEN LINE.

FLEET.

Moravian.	*Sophocles.*	*Marathon.*
Damascus.	*Salamis.*	*Miltiades.*

NEW STEAMER BUILDING.

SAILINGS.

From **London** for **Brisbane,** calling at Plymouth, Teneriffe, Cape Town, Melbourne and Sydney.

Outwards every four weeks.

Homewards every three weeks, calling also at Fremantle and Port Natal.

FARES.

From LONDON to	Single. 1st Class	Return. 1st Class.	Single. 3rd Class.	Return. 3rd Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TENERIFFE	13 0 0	22 0 0	6 0 0	10 0 0
CAPE TOWN	26 5 0	47 5 0	9 9 0	17 10 0
ADELAIDE MELBOURNE	52 0 0	90 0 0	16 0 0	28 16 0
SYDNEY BRISBANE	54 0 0	94 0 0	17 0 0	30 12 0

Company's Offices or Agents.

LONDON: Geo. Thompson & Co., Ltd., 7, Billiter Square, E.C. West End Agents: Hickie, Borman, Grant & Co., 14, Waterloo Place, S.W.
CAPE TOWN: W. Anderson & Co.
JOHANNESBURG: Parker, Wood & Co. Ltd.
NATAL: J. T. Rennie & Sons
MELBOURNE, SYDNEY, BRISBANE } Dalgety & Co., Ltd.

BRITISH INDIA S.S. CO.

FLEET.

See page 151.

SAILINGS.

From **London** for **Brisbane,** calling at Naples (optional), Port Said, Suez, Aden, Batavia, Surabaya, Thursday Island, Townsville, Rockhampton and Maryboro', or direct *via* Cape.

Outwards fortnightly, three-weekly or monthly, according to requirements.

Homewards fortnightly, three-weekly or monthly, according to requirements.

From **Calcutta** for **Sydney,** calling at Singapore, Adelaide and Melbourne.

Outwards every month.

Homewards every month, *via* Torres Straits.

FARES.

FIRST CLASS.	Naples.	Port Said.	Ismailia and Suez.	Aden.	Batavia.	Thursday Island.	Cooktown.	Townsville.	Bowen.	Mackay.	Rockhampton.	Brisbane.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
London or Plymouth	12 12	17 0	19 0	35 0	52 10	52 10	52 10	52 10	52 10	52 10	52 10	52 10
Naples	..	8 0	11 0	30 0	47 5	47 5	47 5	47 5	47 5	47 5	47 5	47 5
Port Said	..	..	3 0	18 0	40 0	45 0	45 0	45 0	45 0	45 0	45 0	45 0
Ismailia and Suez	..	..	..	15 0	37 0	43 10	43 10	43 10	43 10	43 10	43 10	43 10
Aden	..	..	..	..	25 0	35 0	38 0	39 0	40 0	40 0	40 0	40 0
Batavia	..	..	..	..	..	12 12	18 0	18 10	20 0	21 0	23 0	24 0
Thursday Island	..	..	..	..	..	..	6 0	7 0	8 10	10 0	11 10	12 10
Cooktown ..	..	..	..	..	..	..	..	3 10	5 0	6 10	8 0	10 10
Townsville ..	..	..	..	..	..	..	..	..	2 0	4 0	6 0	8 0
Bowen	..	..	..	..	..	..	..	..	..	2 0	4 0	6 0
Mackay	..	..	..	..	..	..	..	..	..	..	2 10	4 10
Rockhampton ..	..	..	..	..	..	..	..	..	..	..	..	3 0

Company's Offices or Agents.

London: Gray, Dawes & Co., 23, Great Winchester Street, E.C. Northumberland Avenue, W.C.

Brisbane: British India and Queensland Agency Co., Ltd.

LUND'S BLUE ANCHOR LINE.

FLEET.

Warrigal. *Geelong.* *Wakool.*
Narrung. *Wilcannia.* *Commonwealth.*

SAILINGS.

From **London** for **Sydney**, calling at Las Palmas, Cape Town, Adelaide and Melbourne.

Outwards every four weeks.

Homewards every four weeks.

FARES.

From LONDON to	1st Class from	3rd Class from
	£ s. d.	£ s. d.
Las Palmas	12 0 0	6 0 0
Cape Town	26 5 0	9 9 0
Adelaide, Melbourne, Sydney (Launceston or Hobart)	52 0 0	16 0 0
Brisbane	54 0 0	17 0 0
Mackay, Townsville	56 0 0	19 0 0
New Zealand Ports	58 0 0	17 0 0

Company's Offices or Agents.

London: 3, East India Avenue, E.C.

Cape Town: Wm. Anderson & Co.

Adelaide: George Wills & Co.

Melbourne: John Sanderson & Co.

Sydney: Gilchrist, Watt & Sanderson, Ltd.

Brisbane: Wills, Gilchrist & Sanderson, Ltd.

MESSAGERIES MARITIMES.

FLEET.

Armand Behic. *Australien.* *Pacifique.*
Polynésien. *Ville de la Ciotat.*

SAILINGS.

From **Marseilles** for **Noumea** (New Caledonia), calling at Port Said, Suez, Colombo, Fremantle, Melbourne and Sydney.

Outwards every 28 days.

Homewards every 28 days.

FARES.

SINGLE.

From MARSEILLES to	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.
Port Said	16 0 0	12 0 0	6 0 0
Suez	18 0 0	13 12 0	6 16 0
Djibouti	32 0 0	22 8 0	12 0 0
Aden	35 0 0	23 4 0	12 16 0
Fremantle, Melbourne, Sydney	65 0 0	40 0 0	20 0 0
New Zealand Ports	68 0 0	....	....
Brisbane, Tasmania	65 0 0	....	....
Noumea	70 0 0	46 0 0	23 0 0

RETURN.

	£ s. d.	£ s. d.	£ s. d
Djibouti	56 0 0	37 4 0	20 0 0
Aden	57 12 0	38 8 0	21 4 0
Fremantle, Melbourne, Sydney	100 0 0	68 0 0	36 0 0
Brisbane, Tasmania	100 0 0	....	....
New Zealand Ports	105 0 0	....	....
Noumea	115 0 0	76 0 0	38 8 0

Company's Offices or Agents.

London: 97, Cannon Street, E.C. Sydney: Brasier de Thuy.

NEW ZEALAND SHIPPING CO.

FLEET.

Papanui.	*Wakanui.*	*Ruapehu.*
Paparoa.	*Whakatane.*	*Kaikoura.*
Rakaia.	*Rimutaka.*	*Kaipara.*
Waimate.	*Tongariro.*	*Turakina.*

SAILINGS.

From **London** for **New Zealand (Wellington)**, calling at Plymouth, Teneriffe, Cape Town and Hobart.

Outwards every 28 days.

Homewards every 28 days, calling at Montevideo, Teneriffe and Plymouth.

FARES.

SINGLE.

From LONDON to	1st Class.	2nd Class.	3rd Class.
	£ s. d	£ s. d.	£ s. d.
Teneriffe .. .. from	14 0 0	11 10 0	7 0 0
Cape Town. .. .. ,,	31 10 0	23 2 0	10 10 0
New Zealand Ports .. .. .. ,,	64 0 0	38 0 0	17 0 0

RETURN.

	£ s. d.	£ s. d.	£ s. d.
Teneriffe	22 0 0	17 0 0	....
New Zealand	115 0 0	66 0 0	31 0 0 to 37 0 0

Company's Offices or Agents.

London: J. B. Westray & Co., 138, Leadenhall Street, E.C.

Christchurch, N.Z.: Hereford Street.

NORDDEUTSCHER LLOYD.

FLEET.

See page 89.

SAILINGS.

From **Southampton** for **Sydney,** calling at Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide and Melbourne.

Outwards every third or fourth Sunday.

Homewards every third or fourth Sunday.

FARES.

See Tables, pages 178 to 181.

Company's Offices or Agents.

BREMEN: Papenstrasse.

LONDON: 26 & 27, Cockspur St., S.W.; 2, King William St., E.C.
MANCHESTER: 69, Piccadilly. SOUTHAMPTON: Canute Road.
SYDNEY: Lohmann & Co.

ORIENT ROYAL MAIL LINE.

FLEET.

Orient.	*Ophir.*	*Ortona.*
Omrah.	*Orontes.*	*Oroya.*
Ormuz.	*Orotava.*	*Oruba.*

SAILINGS.

From **London** for **Sydney,** calling at Plymouth, Gibraltar, Marseilles, Naples, Port Said (for Cairo), Colombo, Fremantle, Adelaide, Melbourne and Brisbane; trans-shipping at Melbourne and Sydney for New Zealand Ports and Tasmania.

Outwards every fortnight.

Homewards every fortnight.

FARES.

SINGLE.

From LONDON to	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.
GIBRALTAR	11 0 0	7 0 0	3 10 0
MARSEILLES	12 0 0	8 0 0	4 10 0
NAPLES	15 0 0	11 0 0	5 0 0
PORT SAID	19 0 0	12 0 0	9 0 0
COLOMBO & TUTICORIN	42 0 0	32 0 0	14 0 0
FREMANTLE, ADELAIDE, MELBOURNE, SYDNEY, LAUNCESTON, HOBART	65 0 0	38 0 0	17 0 0
NEW ZEALAND	70 0 0	43 0 0	18 0 0
BRISBANE	67 0 0	40 0 0	18 0 0
QUEENSLAND PORTS between MARYBOROUGH and ROCKHAMPTON	68 0 0	41 0 0	18 0 0 to 19 0 0
MACKAY, TOWNSVILLE	70 0 0	43 0 0	20 0 0 to 21 0 0

RETURN.

	£ s. d.	£ s. d.	
GIBRALTAR	16 0 0	10 0 0	....
MARSEILLES	18 0 0	12 0 0	....
COLOMBO & TUTICORIN	78 0 0	48 0 0	....
FREMANTLE, ADELAIDE, MELBOURNE, SYDNEY	112 0 0	63 0 0	....
BRISBANE	115 0 0	66 0 0	....
NEW ZEALAND	120 0 0	69 0 0	....

Company's Offices or Agents.

LONDON: 5, Fenchurch Avenue, E.C.; 28, Cockspur St., S.W.
SYDNEY: David Anderson (General Manager in Australia), 12, Martin Place.
MELBOURNE: J. N. Marshall, 312, Collins Street.
ADELAIDE: M. G. Anderson, 28, Grenfell Street.
FREMANTLE: Thomas Day, Phillimore Street.

PENINSULAR & ORIENTAL S. N. CO.

FLEET.

See page 167.

SAILINGS.

From **London** for **Sydney**,* calling at Gibraltar, Marseilles, Port Said, Aden, Colombo, Fremantle, Adelaide and Melbourne†

Outwards every alternate Thursday.

Homewards every fortnight.

FARES.

SINGLE.

To	From London.		From London, *via* Brindisi.	From Marseilles or Brindisi.‡	
	1st Class.	2nd Class.	1st Class.	1st Class.	2nd Class ‡
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Fremantle ..					
Adelaide ..	66 0 0	38 0 0	78 15 0	60 0 0	35 0 0
Melbourne ..					
Sydney ..					
Hobart ..	66 0 0	38 0 0	78 15 0	60 0 0	35 0 0
Launceston ..					
Brisbane	68 0 0	41 0 0	81 15 0	62 0 0	38 0 0
New Zealand Ports	71 0 0	43 0 0	82 15 0	65 0 0	40 0 0

RETURN.

From London, *via* Brindisi, to Adelaide, Melbourne or Sydney, 1st Class, available 24 months, £118.

* Passengers for New Zealand trans-ship here into local steamer.
† Passengers for Tasmania trans-ship at Melbourne.
‡ As only first class passengers are carried on the express steamer between Brindisi and Port Said, second class passengers travelling *via* Brindisi have to pay an extra £1 to the above fare.

Company's Offices or Agents.

London : 122, Leadenhall Street, E.C.
Sydney : E. Trelawny.

Passenger Rates between European ports.

The first rate is the price of the first class, the second rate the price of the second class and the third rate the price of the third class.

	From **Bremen**	From **Antwerp**	From **South-ampton**	From **Genoa**	From **Naples**
	£	£	£	£	£
To **Bremen**	—	2.15 2.— —.15	5.10 4.— 1.10	15.— 10.— 4.10	18.— 12.— 5.—
To **Antwerp**	2.15 2.— —.15	—	3.— 2.— —.15	15.— 10.— 4.10	18.— 12.— 5.—
To **Southampton**	5.10 4.— 1.10	3.— 2.— —.15	—	12.— 8.— 4.—	15.— 10.— 4.10
To **Genoa**	15.— 10.— 4.10	15.— 10.— 4.10	12.— 8.— 4.—	—	3.4 2.4 1.—
To **Naples**	18.— 12.— 5.—	18.— 12.— 5.—	15.— 10.— 4.10	3.4 2.4 1.—	—

The above **third class rates** entitle to berths in closed cabins; for open berths for which only men can be accepted, a reduction of 15 % is made.

The price of a **return ticket** available for six months from date of departure to date of arrival on return, is 1½ fares. Return tickets to Naples and vice versa, are not issued.

Rebooking Abatement. Passengers having paid the full single fare on the outward voyage (i. e. not having profited by a rebooking allowance), will, when returning, be granted a reduction of 20 % provided the re-embarkation takes place within 6 months from the date of landing.

Claims for this reduction must be made when booking the passage, as later claims cannot be considered.

First and second class passenger rates from Europe and Egypt to Aden and Colombo.

	From **Bremen, Antwerp** or **Southampton**				From **Genoa, Naples** or **Marseilles**				From **Port Said** or **Suez**			
	I. Cl.		II. Cl.		I. Cl.		II. Cl.		I. Cl.		II. Cl.	
	outside berths	inside berths	outside berths	inside berths	outside berths	inside berths	outside berths	inside berths	outside berths	inside berths	outside berths	inside berths
To **Aden**	£	£	£	£	£	£	£	£	£	£	£	£
single	38	35	32	26	34	33	30	24	30	29	28	22
return	57	52	48	39	51	49	45	36	45	43	42	33
To **Colombo**												
single	52	42	38	32	48	40	36	30	44	36	34	28
return	78	63	57	48	72	60	54	45	66	54	51	42

First and second class passenger rates from Colombo and Aden to Egypt and Europe.

	From **Colombo**				From **Aden**			
	I. class		II. class		I. class		II. class	
	outside berths	inside berths	outside berths	inside berths	outside berths	inside berths	outside berths	inside berths
To **Suez** or **Port Said**	Rup.	Rup.	Rup.	Rup	Rup.	Rup.	Rup.	Rup.
single	660	540	510	420	450	435	420	330
return	990	810	765	630	675	645	630	495
To **Naples, Genoa** or **Marseilles**								
single	720	600	540	450	510	495	450	360
return	1080	900	810	675	765	735	675	540
To **Southampton, Antwerp** or **Bremen**								
single	780	630	570	480	570	525	480	390
return	1170	945	855	720	855	780	720	585

Return tickets are available for 2 years from date of departure to date of arrival on return.

Against payment of the difference between the prices of the return tickets as per tarif on page 65 passengers may travel from Alexandria to Constantza or from Conztantza to Alexandria on the homeward voyage.

Rebooking Abatements. Passengers having paid the full single fare on the voyage out (i. e. not having profited by a rebooking allowance), will be granted the following reductions when returning, viz:

if reembarking within 6 months from the date of landing..... 20 %

" " " 12 " " " " " " ..... 10 %

Claims for these reductions must be made when booking the passage, as later claims cannot be considered.

First and second class passenger rates

from Europe and Egypt to Fremantle, Adelaide, Melbourne and Sydney, or vice versa.

Names of Steamers and Classification of the berths	From Bremen, Antwerp or Southampton	From Genoa, Naples or Marseilles +	From Port Said or Suez
„Bülow", „Yorck", „Kleist", „Göben".	£	£	£
First class:			
outside berths	75	71	67
inside berths	65	61	57
return tickets	112	106	100
Second class:			
outside berths upperdeck	42	40	38
outside berths maindeck	40	38	36
all inside berths	38	36	34
return tickets	63	60	57

+ The rates from Marseille to Australian ports are the same as from Genoa. Passengers are forwarded from Marseilles to Naples either by a saloon steamer of the Alexandria Line or by a steamer of the German Mediterranean Levant Line. Passengers may also travel by a saloon steamer from Marseilles to Alexandria to continue the voyage from Port Said by an Imperial Mail steamer. Passengers must maintain themselves at their own expense while awaiting transhipment. The cost of the journey from Alexandria to Port Said or Suez is not included in the price and must therefore be paid extra.

Return tickets are available for two years from date of departure to date of arrival on return and entitle to outside accommodation. Against payment of the difference between the prices of the return tickets as per tariff on page 65 passengers may travel over the Alexandria—Constantza route on the homeward voyage.

Rebooking Abatements. Passengers having paid the full single fare on the voyage out (i. e. not having profited by a rebooking allowance), will be granted the following reductions when returning, viz:

if reembarking within 6 months from the date of landing 20%
„ „ „ 12 „ „ „ „ „ „ 10%

Claims for these reductions must be made when booking the passage, as later claims cannot be considered.

Third class passenger rates

from Europe and Egypt to Aden, Colombo and Australia, or vice versa.

Note: The first rate is the price of the single, the second rate the price of the return ticket.

	From **Bremen**, **Antwerp** or **London** via **Antwerp**	From **Genoa**, **Naples** or **Marseilles** +	From **Port Said** or **Suez**
	£	£	£
To **Aden**	11 16.10	10 15	9 13.10
To **Colombo**	14 25.4	12 21.12	11 19.16
To **Fremantle**, **Adelaide**, **Melbourne** or **Sydney**	15 27	13 23.8	12 21.12

SHAW, SAVILL AND ALBION CO.

FLEET.

Waiwera.	*Matatua.*	*Karamea.*	**Athenic.*
Aotea.	*Pakeha.*	*Kumara.*	**Corinthic.*
Mamari.	*Rangatira.*	**Delphic.*	**Ionic.*
Maori.	*Tokomaru.*	**Gothic.*	*Arawa.*

* Steamers of the White Star Line running in this Service.

SAILINGS.

From **London** for **Wellington,** calling at Plymouth, Teneriffe, Cape Town, Hobart* and New Zealand Ports.

Outwards every 28 days.

Homewards every 28 days, *via* Cape Horn, calling at Monte Video, or Rio de Janeiro and Teneriffe.

FARES.

From LONDON to	SINGLE.			RETURN.		
	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
CAPE TOWN	30 0 0	22 10 0	9 9 0	—	—	—
ADELAIDE .. MELBOURNE .. SYDNEY ..	68 0 0	41 0 0	18 0 0	117 0 0	68 0 0	33 0 0
NEW ZEALAND PORTS	64 0 0	38 0 0	17 0 0	115 0 0	66 0 0	31 0 0

Company's Offices or Agents.

LONDON : 34, Leadenhall Street, E.C.
GLASGOW : P. Henderson & Co., 15, St. Vincent Place.
LIVERPOOL : Ismay, Imrie & Co., 30, James Street.
WELLINGTON : Levin & Co., Ltd. (Agents at all New Zealand ports).

UNION STEAMSHIP CO. OF NEW ZEALAND.

SAILINGS.

The Company possesses a large fleet of steamers of comparatively small tonnage, performing the subjoined extensive coasting services :—

Auckland to **Melbourne,** *via* Onehunga, transhipping at Wellington, twice a month.

Auckland to **Melbourne,** *via* East Coast, transhipping at Dunedin, twice a month.

* Connection is made here for Australian Ports.

Auckland to **Sydney,** twice a month.

Auckland to **Wellington,** and Southern Ports, twice a month.

Onehunga to Southern Ports, Mondays and Thursdays.

New Plymouth to **Onehunga,** Wednesday and Saturday.

New Plymouth to **Wellington** and **Lyttelton,** Wednesdays and Fridays.

Nelson to **Picton,** Mondays, Wednesdays and Fridays.

Nelson to **Wellington,** Monday, Wednesday and Friday.

Nelson to **Lyttelton,** Monday, Wednesday and Friday.

Nelson to **New Plymouth** and **Onehunga,** every Friday.

Picton to **Nelson,** Tuesday, Thursday and Saturday.

Picton to **Wellington** and South, Mondays, Wednesdays and Fridays.

Napier to **Auckland,** alternate Tuesdays.

Napier to **Wellington,** Mondays.

Wellington to **Lyttelton,** daily except Sundays.

Wellington to **Dunedin,** Tuesday and Thursday.

Wellington to **Nelson,** daily except Monday and every second Friday.

Wellington to **Picton,** Tuesday, Thursday and Saturday.

Wellington to **Westport,** Tuesdays and Saturdays.

Wellington to **New Plymouth,** Tuesdays and Thursdays.

Wellington to **Onehunga,** Sundays and Thursdays.

Wellington to **Auckland,** *via* East Coast, twice a month.

Wellington to **Melbourne,** *via* Hobart, weekly.

Wellington to **Sydney,** *via* Auckland, three times a month.

Wellington to **Sydney,** *via* Cook Strait, three times a month.

Lyttelton to **Wellington,** daily except Sundays.

Lyttelton to **Dunedin,** Wednesdays and Fridays.

Lyttelton to **Nelson,** daily except Sundays and Thursdays.

Lyttelton to **Onehunga,** *via* New Plymouth, Mondays and Wednesdays.

Lyttelton to **Auckland,** *via* East Coast, twice a month.

Lyttelton to **Melbourne,** *via* Hobart, weekly.

Lyttelton to **Sydney,** *via* Auckland, twice a month.

Lyttelton to **Sydney,** *via* Cook Strait, three times a month.

Dunedin to **Melbourne,** *via* Hobart, Sundays.

Dunedin to **Sydney,** *via* Auckland, Tuesdays.

Dunedin to **Sydney,** *via* Cook Strait, Thursdays.

Strahan to **Pillinger,** daily.

Strahan to **Macquarie Heads,** Mondays, Wednesdays and Saturdays.

FARES.

		Auckland.				Gisborne.				Napier.				Wellington.				Lyttelton.				Dunedin.				Bluff			
		Sal.		Stg.		Sal.		Stg.		Sal.		Stg.		Sal.		Stg.		Sal.		Stg.		Sal.		Stg.		Sal.		Stg.	
		£	s.	£	s.	£	s.	£	s.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Sydney	S.	6	0	3	10	7	0	4	0	7	10	0	4	5	0	8	0	0	4	15	0	8	10	0	5	0	0	9	0	0	5	5	0	9	10	0	5	10	0
via Auckland	R.	10	0	6	0	11	15	7	0	12	10	0	7	10	0	13	5	0	8	0	0	14	5	0	8	10	0	15	0	0	8	15	0	15	15	0	9	5	0
Sydney	S.	8	0	4	15	7	0	4	0	6	15	0	3	15	0	6	0	0	3	10	0	6	15	0	3	15	0	7	10	0	4	5	0	8	0	0	4	5	0
via Wellington	R.	13	5	8	0	11	15	7	0	11	5	0	6	10	0	10	0	0	6	0	0	11	5	0	6	10	0	12	10	0	7	10	0	13	5	0	8	0	0
Melbourne.. ..	S.	9	10	5	10	9	0	5	5	8	10	0	5	0	0	8	0	0	4	15	0	7	10	0	4	5	0	7	0	0	4	0	0	6	10	0	3	15	0
via Bluff	R.	15	15	9	5	15	0	8	15	14	5	0	8	10	0	13	5	0	8	0	0	12	10	0	7	10	0	11	15	0	7	0	0	10	15	0	6	10	0
Hobart	S.	8	10	5	0	8	0	4	15	7	10	0	4	5	0	7	0	0	4	0	0	6	10	0	3	15	0	6	0	0	3	10	0	5	10	0	3	5	0
via Bluff	R.	14	5	8	10	13	5	8	0	12	10	0	7	10	0	11	15	0	7	0	0	10	15	0	6	10	0	10	0	0	6	0	0	9	5	0	5	10	0
Auckland	S.	..		..		1	10	1	0	2	5	0	1	10	0	3	0	0	2	0	0	4	0	0	2	10	0	5	0	0	3	0	0	5	10	0	3	5	0
	R.	..		..		2	10	1	15	3	15	0	2	10	0	5	0	0	3	5	0	6	10	0	4	0	0	8	0	0	5	0	0	8	10	0	5	10	0
Gisborne	S.	..		..		..		..		1	0	0	0	12	6	2	0	0	1	5	0	3	0	0	1	15	0	3	15	0	2	5	0	4	10	0	2	15	0
	R.	..		..		..		..		1	15	0	1	0	0	3	5	0	2	0	0	5	0	0	3	0	0	6	0	0	3	15	0	7	15	0	4	10	0
Napier	S.	..		..		..		..		..			..			1	0	0	0	15	0	2	0	0	1	5	0	2	15	0	1	15	0	3	10	0	2	5	0
	R.	..		..		..		..		..			..			1	15	0	1	5	0	3	5	0	2	5	0	4	15	0	3	0	0	5	15	0	3	15	0
Wellington ..	S	..		..		..		..		..			..			..			1	0	0	0	12	6	2	0	0	1	5	0	2	15	0	1	15	0
	R	..		..		..		..		..			..			..			1	15	0	1	0	0	3	5	0	2	0	0	4	15	0	3	0	0
Lyttelton	S.	..		..		..		..		..			..			..			..			..			1	0	0	0	12	6	2	0	0	1	5	0
	R.	..		..		..		..		..			..			..			..			..			1	15	0	1	0	0	3	5	0	2	5	0
Dunedin	S.	..		..		..		..		..			..			..			..			..			..			..			1	0	0	0	15	0
	R.	..		..		..		..		..			..			..			..			..			..			..			1	15	0	1	5	0

Company's Offices or Agent LONDON: 34, Leadenhall Street, E.C.

WHITE STAR LINE.

FLEET.

See page 92.

SAILINGS.

From **Liverpool** for **Sydney**, calling at **Cape Town**, Albany, Adelaide and Melbourne.

Outwards every four weeks.

Homewards every four weeks.

FARES.

From LIVERPOOL to		From LIVERPOOL to	
	£ s. d.		£ s. d.
CAPE TOWN .. .. from	15 15 0	ADELAIDE .. .. from	
ALBANY .. .. ,,		MELBOURNE .. .. ,,	
FREMANTLE .. .. ,,	19 0 0	SYDNEY .. .. ,,	19 0 0
PERTH .. .. .. ,,		LAUNCESTON .. .. ,,	
		HOBART .. .. ,,	

N.B.—There is only one class on these steamers.

Company's Offices or Agents.

LIVERPOOL: (Head Office), 30, James Street.

LONDON: 1, Cockspur Street, S.W., and 38, Leadenhall Street, E.C.

NEW YORK: 9, Broadway. PARIS: 9, Rue Scribe.

TENERIFFE: Hamilton & Co.

CAPE TOWN: W. Anderson & Co.

DURBAN: W. Cotts & Co.

MELBOURNE, SYDNEY, ADELAIDE, FREMANTLE, BRISBANE, ALBANY — Dalgety & Co., Ltd.

Pacific Ocean (Local).

—*—

AMERICAN AND AUSTRALIAN LINE.

FLEET.

Sierra. *Ventura.* *Mariposa.*
Sonoma. *Alameda.* *Australia.*
Zealandia.

SAILINGS.

From **San Francisco** for **Honolulu.**

Outwards three times a month.

Homewards three times a month.

From **San Francisco** to **Tahiti.**

Outwards every 35 days.

Homewards every 35 days.

From **San Francisco** to **Sydney,** calling at Honolulu, Pago Pago and Auckland.

Outwards every 21 days.
Homewards every 21 days.

FARES.

Single from San Francisco: First Class to Honolulu, £15; Tahiti, £20; Pago Pago, £30; Auckland and Sydney, £40. Second Class: Honolulu, £10; Papeete, £12; Pago Pago, £20; Auckland and Sydney, £25. Through rates from London to Auckland or Sydney vary from £60 5 10 first; £45 9 2 second, upwards, according to class of Atlantic accommodation selected.

Return: San Francisco to Sydney: I. £60 0 0.

Company's Offices or Agents.

LONDON: 22, Cockspur Street, S.W.

CANADIAN-AUSTRALIAN LINE.

FLEET.

Aorangi. *Moana.* *Miowera.*

SAILINGS.

From **Vancouver** for **Sydney,** calling at Honolulu, Suva (Fiji) and Brisbane.

Outwards every 28 days.
Homewards every 28 days.

FARES.

From European Ports of Embarkation:—

TO	FIRST CLASS. With £10 Atlantic Berth to Quebec, Montreal, St. John, N.B., or Halifax.	FIRST CLASS. With £12 Atlantic Berth to Quebec, Montreal, St. John, N.B., or Halifax.	FIRST CLASS. With £20 Atlantic Berth to New York, Boston, Quebec, Montreal, St. John, N.B., or Halifax.
	£ s. d.	£ s. d.	£ s. d.
HONOLULU	40 16 6	42 16 6	48 6 6
SUVA	55 0 0	57 0 0	62 10 0
BRISBANE	55 0 0	57 0 0	62 10 0
SYDNEY	55 0 0	57 0 0	62 10 0
AUCKLAND	55 0 0	57 0 0	62 10 0
MELBOURNE	55 0 0	57 0 0	62 10 0

NOTE.—Atlantic Service, see page 84; China and Japan Service, see page 187.

Company's Offices or Agents.

LONDON: 62 to 65, Charing Cross, Trafalgar Square, S.W. 67 & 68, King William Street, E.C.
LIVERPOOL: 24, James St. GLASGOW: 67, St. Vincent St.
BRISTOL: 18, St. Augustine's Parade.
MANCHESTER: 92, Cross Street. BELFAST: 41, Victoria Street.
ANTWERP: 33, Quai Jordeans.

CANADIAN PACIFIC RAILWAY.

(JAPAN AND CHINA SERVICE.)

FLEET.

Empress of India.	*Empress of China*	*Tartar.*
Empress of Japan.	*Monteagle.*	*Athenian.*

SAILINGS.

From **Vancouver** for **Hong Kong,** calling at Yokohama, Kobe, Nagasaki and Shanghai.

Outwards about twice or thrice monthly.

Homewards about twice or thrice monthly.

Connecting with Canadian Pacific Railway and Atlantic steamers

FARES.

From LONDON, LIVERPOOL or SOUTHAMPTON, *via* Quebec, Montreal, St. John, N.B., Halifax, New York or Boston, including Meals and Sleeping Berths on railway journey between Trans-Atlantic landing ports and Vancouver.	FIRST CLASS. Single.
	£ s. d.
YOKOHAMA .. .. KOBE .. .. NAGASAKI .. .. SHANGHAI .. .. HONG KONG	65 0 0

Through fares to or from Europe on application.

NOTE.—Atlantic Service, see page 84. Australian Service, see page 186.

Company's Offices.

LONDON: 62 to 65, Charing Cross, Trafalgar Square, S.W.; 67 and 68, King William Street, E.C. LIVERPOOL: 24, James Street. GLASGOW: 67, St. Vincent Street. BRISTOL: 18, St. Augustine's Parade. ANTWERP: 33, Quai Jordeans.

COMPAÑIA SUD-AMERICANA DE VAPORES.

SAILINGS.

From **Valparaiso** for **Junin,** calling at Los Vilos, Tongoi, Coquimbo, Huasco, Currizal Bajo, Chanaral, Taltal, Antofagasta, Cobija, Tocopilla, Iquique and Galeta Buena, fortnightly.

For **Puerto Montt,** calling at Tomé, Talcahuano, Coronel, Lota, Lebu, Corral, Ancud and Culcuco.

Outwards fortnightly.
Homewards fortnightly.

Company's Offices or Agents.

VALPARAISO: Horacio Lyon.

NIPPON YUSEN KAISHA.

FLEET.

See page 166.

SAILINGS.

From **Hong Kong** to **Seattle,** calling at Shanghai, Nagasaki, Kobe and Yokohama.

Outwards every 14 days.

Homewards every 14 days.

FARES.

Single from Hong Kong and Shanghai to Seattle, I. £36.
,, from Yokohama and Kobe to Seattle, I. £31.

Company's Offices or Agents.

LONDON: 2, Fenchurch Avenue, E.C.

SEATTLE: Great Northern Railway Co.

OCCIDENTAL AND ORIENTAL S.S. CO.

SAILINGS.

From **San Francisco** for **Hong Kong,** calling at Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.

FARES.

From SAN FRANCISCO to	FIRST CLASS.		
	Single Trip.	4 Months' Round Trip.	12 Months' Round Trip.
	$	$	$
YOKOHAMA, JAPAN	200·00	300·00	350·00
KOBE ,, ...	207·20	310·80	360·80
NAGASAKI ,, ...	218·00	327·00	377·00
SHANGHAI, CHINA	225·00	337·50	393·75
HONG KONG } MANILA }	225·00	337·50	393·75

Company's Offices or Agents.

LIVERPOOL: Rud Falck, 25, Water Street.
LONDON: Rud Falck, 49, Leadenhall Street, E.C.
15, Pall Mall, S.W.
SAN FRANCISCO: D. D. Stubbs, Merchant Exchange.

PACIFIC MAIL S.S. COMPANY.

FLEET.

Peking.	*Colon.*	*City of Panama.*
China.	*Acapulco.*	*Korea.*
City of Para.	*San Jose.*	*Siberia.*
Peru.	*San Juan.*	*Algoa.*
Aztec.	*San Blas.*	*Izabal.*
City of Sydney.	*Costa Rica.*	*Mongolia.*
Newport.	*Barracouta.*	*Manchuria.*

SAILINGS.

TRANS-PACIFIC LINE.—From **San Francisco** for **Hong Kong,** calling at Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.

Outwards every 14 days.
Homewards every 14 days.

COAST LINE.—From **San Francisco** for **Panama,** calling at Mazatlan, Acapulco, Ocos, Champerico, San José de Guatemala, Acajutla, La Libertad, Corinto and Punta Arenas, 8th* of every month. Calling at Mazatlan, San Blas, Manzanillo, Acapulco, Ocos, Champerico, San José de Guatemala, Acajutla, La Libertad and Corinto, connecting at Acapulco with Company's Steamer for Lower Mexican and other Central American Ports, 18th* of every month. Calling at Mazatlan, San Blas, Manzanillo, Acapulco, Ocos, Champerico, San José de Guatemala, Acajutla, La Libertad and Corinto, 28th* of every month.

Outwards 8th of every month.
Homewards monthly.

* When these dates fall on Sunday, the Steamers sail on the following Monday.

FARES.

From SAN FRANCISCO to	FIRST CLASS.		
	Single Trip.	4 Months' Round Trip.	12 Months' Round Trip.
	$	$	$
HONOLULU, HAWAII	75·00	135·00	..
YOKOHAMA, JAPAN	200·00	300·00	350·00
KOBE ,, ...	207·20	310·80	360·80
NAGASAKI ,, ...	218·00	327·00	377·00
SHANGHAI, CHINA	225·00	337·50	393·75
HONG KONG .. } *via* Nagasaki	225·00	337·50	393·75
MANILA .. }			

Company's Offices or Agents.

LIVERPOOL: Rud. Falck, 25, Water Street.

LONDON: Rud. Falck, 49, Leadenhall Street, E.C.

15, Pall Mall, S.W.

SAN FRANCISCO: A. D. G. Kerrell, 425, Market Street.

PACIFIC STEAM NAVIGATION CO. AND COMPAÑIA SUD-AMERICANA DE VAPORES JOINT SERVICE.

SAILINGS.

From **Panama** for **Lota,** calling at Guayaquil, Tumbez, Payta, Pimentel, Eten, Pacasmayo, Huanchaco, Salaverry, Chimbote, Samanco, Casma, Huarmey, Supe, Huacho, Callao, Cerro Azul, Tambo de Mora, Pisco, Lomas, Chala, Quilca, Mollendo, Ilo, Arica, Pisagua, Caleta Buena, Iquique, Tocopilla, Cobija, Antofagasta, Taltal, Chanaral, Caldera, Carrizal, Huasco, Coquimbo, Valparaiso and Coronel.

Outwards every Thursday.

Homewards every Thursday.

Company's Offices or Agents.

VALPARAISO: George Sharp and Horacio Lyon.

TOYO KISEN KAISHA.

FLEET.

America Maru. *Nippon Maru.* *Hong Kong Maru.*

SAILINGS.

From **San Francisco** for **Hong Kong,** calling at Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.

Outwards every 28 days.

Homewards every 28 days.

FARES.

From SAN FRANCISCO to	FIRST CLASS.		
	Single Trip.	4 Months' Round Trip.	12 Months' Round Trip.
	$	$	$
YOKOHAMA, JAPAN	200·00	300·00	350·00
KOBE ,, ...	207·20	310·80	360·80
NAGASAKI ,, ...	218·00	327·00	377·00
SHANGHAI, CHINA	225·00	337·50	393·75
HONG KONG	225·00	337·50	393·75

Company's Offices or Agents.

LONDON : Rud. Falck, 49, Leadenhall Street, E.C.

15, Pall Mall, S.W.

SAN FRANCISCO : William H. Avery, 421, Market Street.

HONG KONG : E. W. Filden.

DIRECTORY OF PASSENGER STEAMERS.

All Linear Measurements are given in English feet and fractions of English feet.

AACHEN—steel, screw, owners Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1895. R.T. 3,833, length 355·3, breadth 43·7, depth 25·5; engines, triple, by builders, I.H.P. 1,800, electric light.

ABEOKUTA—steel, screw, owners Elder, Dempster Shipping, Ltd., built by R. Duncan & Co., Ltd., Port Glasgow, 1901. R.T. 1,817, length 280·0, breadth 39·11, depth 20·7; engines, triple, by Rankin & Blackmore, Greenock.

ABESSINIA—steel, screw, owners Hamburg-American Line, built by Palmers' Co., Ltd., Newcastle, 1900. R.T. 5,717, length 452·0, breadth 52·2, depth 28·3; engines, triple, by builders, electric light.

ABYDOS—steel, screw, owners Kosmos Steamship Co., built by C. S. Swan & Hunter, Newcastle, 1890. R.T. 3,047, length 323·0, breadth 40·2, depth 24·4; engines, triple, by N.E. Marine Co., Ltd., Newcastle, I.H.P. 1,200, speed 10 knots; No. of pass. 6 first, 28 third.

ACAPULCO—iron, screw, owners Pacific Mail S.S. Co., built by Harlan & Hollingsworth Co., Wilmington, Del., 1873. R.T. 2,572, length 290·0, breadth 40·0, depth 28·6; engines, compound, by J. Elder & Co., Glasgow.

ACAYALI—steel, screw, owners The Iquitos Steamship Co., Ltd., managers The Booth Line, built by Wood, Skinner & Co., Bill Quay-on-Tyne, 1898. G.T. 1052, length 230, breadth 32·2, depth 14·2; engines, triple expansion, by the North Eastern Engineering Co, Wallsend-on-Tyne; No. of pass. 8 first class.

ACCRA—steel, screw, owners British and African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1893. R.T. 2,808, length 336·0, breadth 39·4, depth 22·3; engines, triple, by builders, I.H.P. 1,300, speed 11 knots; No. of pass. 44 first, 14 second, electric light.

ACILIA—steel, screw, owners Hamburg-American Line, built by Palmers' Co., Ltd., Newcastle, 1900. R.T. 5,697, length 452·0, breadth 52·2, depth 28·3; engines, triple, by builders, electric light.

ADALIA—steel, screw, owners Papayanni Co., built by Sir J. Laing & Sons, Sunderland, 1899. R.T. 3,848, length 360·0, breadth 46·0, depth 17·6; engines, triple, by G. Clarke. Ltd., Sunderland.

ADANSI—steel, screw, owners British and African S.N. Co. (1900), Ltd., built by A. McMillan & Co., Ltd., Glasgow, 1901. R.T. 2,644, length 325·0, breadth 45·0, depth 22·2¼; engines, triple, by Muir & Houston.

ADJUTANT—steel, screw, owners Deutsche Ost-Afrika Linie, built by Joh. C. Tecklenborg, A.G., Bremerhaven, 1899. R.T. 372, length 148·1, breadth 26.0, depth 10·0; engines, triple, by builders, I.H.P. 250, speed 8 knots; No. of pass. 6 first.

ADLER—steel, screw, owners Argo Line, built by Bremer Vulkan, Vegesack. R.T. 844, length 234·0, breadth 31·0, depth 20·0; engines, triple, I.H.P. 950, speed 11 knots; No. of pass 18 first, 24 second, 84 third, electric light.

ADOLPH WOERMANN—steel, screw, owners Woermann Line, built by Reiherst, Hamburg, 1888. R.T. 2,488, length 321·0, breadth 39·8, depth 25·8; engines, triple, by builders, I.H.P. 1,500, speed 11½ knots; No. of pass. 40 first, 10 second, electric light.

ADOUR—steel, screw, owners Messageries Maritimes, built by Forges & Cie. de la Medit., 1889. R.T. 3,793, length 370·7, breadth 43·0, depth 31·8; engines, triple, by builders, I.H.P. 2,200.

ADRIA—steel, screw, owners Hamburg-American Line, built by Palmers' Co., Ltd., Newcastle, 1896. R.T. 5,472, length 399·3, breadth 50·1, depth 27·3; engines, quadruple, by builders, electric light.

ADRIATIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Ltd., Belfast, 1906, length 725·9, breadth 77·6, depth 54·0, engines, quadruple, by builders. I.H.P. 16,000.

AFRIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1899. R.T. 11,948, length 550·2, breadth 63·3, depth 31·9; engines, quadruple, by builders, electric light.

AKABO—steel, screw, owners British & African S.N. Co. (1900) Ltd. Built by Sir R. Dixon & Co., Ltd., Middlesbrough, 1902. R.T. 3,806, length 35·2, breadth 44·0, depth 26·0; engines, triple, by Richardson, Westgarth & Co.

ALAMEDA—iron, screw, owners American and Australian Line, built by W. Cramp & Sons, Philadelphia, 1883. R.T. 3,158, length 314·0, breadth 41·0, depth 17·3; engines, compound, by builders, speed 16 knots; No. of pass. 280 first, 250 second, electric light.

ALBATROSS—steel, screw, owners Argo S.S. Co., built by Stettin Shipbuilding Co., Stettin, 1893. R.T. 1,026, length 2132, breadth 29·4, depth 16·2; engines, triple, by builders, I.H.P. speed, 12 knots; No. of pass. 20 first, 35 second.

ALEPPO—steel, screw, owners Wilson Line, built by R. Stephenson and Son, Ltd., Newcastle-on-Tyne, 1900. R.T. 3,870, length 340·0, breadth 47·2, depth 19·3; engines, triple, by builders.

ALESIA—steel, twin-screw, owners Hamburg-American Line, built by Flensburg Shipbuilding Co., Flensburg, 1896. R.T. 5,167, length 404·0, breadth 50·0, depth 21·2; engines, triple, by builders, electric light. H. Knuth, commander.

ALEXANDRIA—steel, twin-screw, owners Papayanni Line, built by James Laing, Sunderland, 1890. R.T. 3,101, length 365·0; engines, triple, by Geo. Clarke, Ltd., Sunderland; speed 12 knots, electric light. No. of pass. 25 saloon.

ALGERIA—steel, screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1891. Length 375·0, breadth 46·0, depth 26·0; engines, triple, by builders, I.H.P. 3,000, speed 12½ knots; electric light. John Craig, commander.

ALICANTE—steel, screw, owners Compania Transatlantica, built by W. Denny and Brothers, Dumbarton, 1889. R.T. 4 032, length 372·0, breadth 45·0, depth 26·6; engines, quadruple, by builders, speed 14 knots, electric light.

ALINE WOERMANN—steel, screw, owners Woermann Line, built by Blohm and Voss, Hamburg, 1891. R.T. 2,276, length 310·0, breadth 38·0, depth 26·0; engines, triple, by builders, I.H.P. 1,400, speed 11½ knots; No. of pass. 32 first, 14 second, electric light.

ALLEGHANY—steel, screw, owners Hamburg-American Line, built by R. Napier & Sons, Glasgow, 1895. R.T. 2,494, length 310·0, breadth 38·1, depth 23·0; engines, triple, by builders, speed 12 knots. No. of pass. 60 first, electric light.

ALNWICK CASTLE—steel, twin-screw, owners Union-Castle Line, building by Beardmore & Co., Glasgow, 1901. R.T. 5,893, length 400·0, breadth 50·0, depth 37·7; engines, triple, by builders, I.H.P. 3,000; No. of pass. 12, electric light.

ALTAI—steel, screw, owners Hamburg-American Line, built by W. Dobson & Co., Newcastle, 1896. R.T. 2,480, length 320·6, breadth 39·2, depth 25·6; engines, triple, by J. Dickinson & Sons, Ltd., Sunderland, speed 13 knots; No. of pass. 36 first, electric light.—Morris, commander.

AMASIS—steel, screw, owners Kosmos Line, built by C. Connell and Co., Glasgow, 1896. R.T. 4,612, length 370·5, breadth 46·6, depth 27·2; engines, quadruple, by D. Rowan & Son, Glasgow, I.H.P. 1,600, speed 11 knots; No. of pass. under 26 first, under 14 second, electric light. O. Callsen, commander.

AMAZON—steel, twin-screw, owners Royal Mail Steam Packet Co., built by Harland & Wolff, Ltd., 1906. R.T. 10,036, length 513·0, breadth 60·0, depth 35·0; engines, quadruple, by builders, electric light.

AMAZONENSE—steel, screw, owners Booth Line, built by D. & J. Dunlop, Port Glasgow, 1899. R.T. 2,828, length 312·0, breadth 40·9, depth 24·9; engines, triple, by builders, speed 10 knots; No. of pass. 12 first, electric light.

AMBRIA—steel, twin-screw, owners Hamburg-American Line, built by Flensburg Shipbuilding Co., Flensburg, 1896. R.T. 5,148, length 404·0, breadth 50·0, depth 21·2; engines, triple, by builders, electric light. E. Burmeister, commander.

AMBROSE—steel, screw, owners Booth Line, built by Sir Raylton Dixon & Co., Ltd., 1903. G.T. 4,130, length 375, breadth 47·6, depth 29·0; engines, triple, by North Eastern Marine Engineering Co., Ltd., speed 14 knots; No. of pass. 150 first, electric light. E. J. Collings, commander.

AMERICA MARU—steel, twin-screw, owners Toyo Kisen Kaisha, built by C. S. Swan & Hunter, Newcastle-on-Tyne, 1898. R.T. 6,210, length 423·0, breadth 51·1, depth 29·5; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, electric light.

AMERICAN—steel, twin-screw, owners F. Leyland & Co., built by Harland & Wolff, Belfast, 1895. R.T. 8,196, length 475·9, breadth 55·2, depth 35·9; engines, triple, by builders, I.H.P. 2,650, speed 10 knots; No. of pass. 5 first, electric light.

AMERIKA—steel, twin-screw, owners Hamburg American Line built by Harland & Wolff, Ltd., Belfast, 1905. R.T. 23,000, length 670·5, breadth 74·6, depth 48·4; engines, quadruple, by builders, electric light.

AMMON—steel, screw, owners Kosmos Line, built by C. Connell and Co., Glasgow, 1896. R.T. 4,613, length 370·5, breadth 46·6, depth 27·2; engines, quadruple, by D. Rowan & Son, Glasgow, I.H.P. 1,600, speed 11 knots; No. of pass. under 26 first, under 14 second, electric light.

AMSTERDAM—steel, twin-screw, owners Great Eastern Railway, built by Earle, Hull, 1894. R.T. 1,745, length 302·0, breadth 36·0, depth 16·2; engines, triple, by builders.

ANATOLIA—steel, screw, owners Papayanni Co., built by Sir J. Laing & Sons, Sunderland, 1898. R.T. 3,848, length 360·0, breadth 46·0, depth 17·6; engines, triple, by G. Clark, Ltd., Sunderland; electric light.

ANCOBRA—steel, screw, owners African S.S. Co., built by A. McMillan & Sons, Ltd., Dumbarton, 1901. R.T. 2,646, length 325·0, breadth 45·0, depth 22·2; engines, triple, by Muir & Houston.

ANDALUSIA—steel, screw, owners Hamburg-American Line built by Palmers' Co., Ltd., Newcastle, 1896. R.T. 5,441, length 399.3, breadth 50·1, depth 27·3; engines, quadruple, by builders, electric light.

ANDONI steel, screw, owners Elder, Dempster Shipping, Ltd., built by W. Hamilton & Co., Port Glasgow, 1898. R.T. 3,188, length 330·0, breadth 45·6, depth 26·6; engines, triple, by D. Rowan & Co., Glasgow.

ANGELO—owners, Wilson Line, built by Humphreys, Pearson & Co., Hull, 1874. R.T. 1,535, length 258·8, breadth 33·6, depth 18·2 ; engines, compound, by builders, speed 12 knots ; No. of pass. 72 first, 18 second, electric light.

ANGLIAN—steel, screw, owners Wilsons and Furness Leyland Line, built by A. Stephen & Sons, Glasgow, 1896. R.T. 5,532, length 450·0, breadth 49·1, depth 30·9 ; engines, triple, by builders.

ANGOLA—steel, screw, owners African S.S. Co., built by R. Dixon & Co., Middlesbro', 1891. R.T. 2,870, length 312·0, breadth 39·2, depth 24·6 ; engines, triple, by T. Richardson & Sons, Hartlepool, I.H.P. 1,200, speed 10 knots ; No. of pass. 31 first, 15 second, electric light.

ANNA WOERMANN—steel, screw, owners Woermann Line, built by Blohm & Voss, Hamburg, 1893. R.T. 2,325, length 280·0, breadth 37·0, depth 26·9 ; engines, triple, by builders, I.H.P. 850, speed 9½ knots ; No. of pass. 12 first.

ANNAM—steel, twin-screw, owners Messageries Maritimes, built by Messageries Maritimes, La Ciotat, 1898. R.T. 6,300, length 446·2, breadth 50·9, depth 36·1 ; engines, triple, by builders, I.H.P. 7,200, electric light.

ANSELM—steel, twin-screw, owners Booth Line, built by Workman, Clark & Co., Belfast, 1905. R.T. 5,000, length 400·0, breadth 49·9, depth 30·0 ; engines, triple, by builders, speed 14 knots, electric light.

ANTILLIAN—steel, screw, owners F. Leyland & Co., built by Caird & Co., Ltd., Greenock, 1898. R.T. 5,608, length 420·8, breadth 49·2, depth 21·9 ; engines, triple, by builders, I.H.P. 2,800, speed 12 knots ; No. of pass. 38 first, electric light.

ANTISANA—steel, screw, owners Pacific Steam Nav. Co., built by Harland & Wolff, Belfast, 1893. R.T. 3,584, length 360·8, breadth 43·2, depth 19·5 ; engines, triple, by builders.

ANTONIO LOPEZ—steel, screw, owners Compania Transatlantica, built by W. Denny and Brothers, Dumbarton, 1891. R.T. 6,127, length 430·0, breadth 50·0, depth 31·6 ; engines, quadruple, by builders, speed 14 knots, electric light.

ANTONY—steel, twin screw, owners Booth Line, built by Hawthorn, Leslie & Co., Newcastle-on-Tyne, 1907. G.T. 6,439, length 418·5, breadth 52·35, depth 27·2 ; two sets of triple expansion engines, by builders ; No. of pass. 204 first, electric light.

ANUBIS—steel, screw, owners Kosmos Steamship Co., built by J. L. Thomson & Sons, Ltd., Sunderland, 1898. R.T. 4,763, length 382·0, breadth 48·2, depth 26·2; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 1,400, speed 11 knots; No. of pass. 15 first, 30 third, electric light.

ANVERSVILLE—steel, twin-screw, owners Cie. Belge Maritime du Congo, built by Sir Raylton Dixon & Co., Ltd., Middlesborough, 1899. R.T. 4,081, length 370·1, breadth 46·1, depth 22·8; engines, triple, by Wallsend Slipway Co., Ltd.

AORANGI—steel, screw, owners Canadian Australian Line, built by J. Elder & Co., Glasgow, 1883. R.T. 4,268, length 389·0, breadth 46·0, depth 33·4; engines, triple, by Wallsend Slipway and Engineering Co., Newcastle, 1897, I.H.P. 5,000, speed 16 knots; No. of pass. 100 first, 60 second, electric light.

AOTEA—steel, screw, owners Shaw, Savill & Albion Line, built by C. S. Swan & Hunter, 1895. R.T. 6,364, length 430·6, breadth 49·0, depth 29·6; engines, triple, I.H.P. 4,500, speed 11 knots.

APPOMATOX—steel, screw, owners Elders & Fyffes, Ltd., built by Furness, Withy & Co., West Hartlepool, 1893. R.T. 3,338, length 345·0, breadth 41·2, depth 18·6; engines, triple, by T. Richardson & Sons, Hartlepool, speed 11 knots. No. of pass. 6 first, electric light.

ARABIA—steel, screw, owners P. & O. Company, built by Caird and Co., Greenock, 1897. R.T. 7,920, length 499·7, breadth 54·0, depth 36·7; engines, triple, by builders, I.H.P. 11,000, speed 18 knots. No. of pass. 314 first, 210 second, electric light.

ARABIA—iron, screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1884. R.T. 3,598, length 378·2, breadth 40·2, depth 28·6; engines, compound, by builders, I.H.P. 1,307, speed 11 knots.

ARABIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Ltd., Belfast, 1903. R.T. 15,801, length 600·7, breadth 65·5, depth 47·6; engines, quadruple, by builders, I.H.P. 9,800, speed 16 knots.

ARABISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by W. Pickersgill & Sons, Sunderland, 1901. R.T. 2,891, length 324·0, breadth 47·1, depth 21·7; engines, triple, by G. Clark, Ltd., Sunderland, electric light.

ARABY—steel, screw, owners David McIver Line, built by Richardson & Co., Stockton, 1904. R.T. 3,303, length 373·0, breadth 48·0, depth 24·4, engines triple, I.H.P. 1,900, speed 12 knots.

ARAGON—steel, twin-screw, owners Royal Mail Steam Packet Company, built by Harland & Wolff, Belfast, 1905. R.T. 10,000, length 513·0, breadth 60·0, depth 35·0; engines, quadruple, by builders; No. of pass. 305 first, 66 second, 632 third, electric light.

ARAGONIA—steel, twin-screw, owners Hamburg-American Line, built by Flensburg Shipbuilding Co., 1897. R.T. 5,198, length 404·0, breadth 50·0, depth 21·2; engines, triple, by builders, electric light.

ARAGUAYA—steel, twin-screw, owners Royal Mail Steam Packet Co., built by Workman & Clark, Belfast, 1906. R.T. 10,537, length 515·0, breadth 61·0, depth 34·0; engines, quadruple, by builders.

ARARAT—iron, screw, owners Papayanni S.S. Co., built by Liverpool Shipbuilding Co., 1871. R.T. 2,043, length 323·4, breadth 33·4, depth 26·0, engines, triple, by D. Rollo & Sons, Liverpool, speed 11 knots; No. of pass. 14 first.

ARAWA—steel, twin-screw, owners Shaw, Savill & Albion Line, built by Swan, Hunter & Wigham Richardson. R.T. 9,372, length 460, breadth 60·05, depth 34·58; engines, triple, by Wallsend Slipway Co., I.H.P. 5,500, speed 13 knots, electric light.

ARCADIA—steel, screw, owners Hamburg-American Line, built by Harland & Wolff, Ltd., Belfast, 1896. R.T. 5,454, length 399·2, breadth 49·2, depth 27·3, engines, quadruple, by builders, electric light.

ARCADIA—steel, screw, owners P. & O. Company, built by Harland & Wolff, Belfast, 1888. R.T. 6,603, length 468·4, breadth 52·1, depth 26·8; engines, triple, by builders, I.H.P. 7, 500, speed 16½ knots; No. of pass. 250 first, 159 second, electric light.

ARCTURUS—steel, screw, owners Finland Line, built by Gourlay Bros. & Co., Dundee, 1898. R.T. 2,017, length 281·4, breadth 38·2, depth 13·7; engines, triple, by builders; No. of pass. 70 first, 30 second, 500 third, electric light.

ARICA—steel, screw, owners Pacific Steam Navigation Co., built by Laird Bros., Birkenhead, 1881. R.T. 1,771, length 300·0, breadth 36·2, depth 19·3; engines, compound, by builders.

ARIOSTO—owners Wilson Line, built by Earle's Shipbuilding Co., Hull, 1890. R.T. 2,376, length 300·2, breadth 38·0, depth 20·0; engines, triple, by builders, speed 14 knots; No. of pass. 56 first, 24 second, electric light.

ARMADALE CASTLE—steel, twin-screw, owners Union-Castle Line, built by Fairfield Shipbuilding & Engineering Co., Ltd., 1903. R.T. 12,973, length 570·1, breadth 64·55, depth 39·5; engines, quadruple, by builders, electric light; No. of pass. 260 first, 300 second.

ARMAND BEHIC—steel, screw, owners Messageries Maritimes, built by owners, 1892. R.T. 6,467, length 486·6, breadth 50·1, depth 36·8, engines, triple, by builders, I.H.P. 7,200, electric light.

ARMENIA—steel, screw, owners Hamburg-American Line, built by Palmers' Co. Ltd., Newcastle, 1896. R.T. 5,471, length 399·3, breadth 50·1, depth 27·3, engines, quadruple, by builders, electric light.

ARMENIAN—steel, screw, owners Leyland Line, built by Harland and Wolff, Belfast, 1895. R.T. 8.825, length 512·5, breadth 59·2, depth 35·0; engines, triple, by builders, I.H.P. 4,500, speed 14 knots; No. of pass. 60 first, electric light.

AROS CASTLE—steel, screw, owners Union-Castle Line, built by Barclay, Curle & Co., Glasgow, 1901. R.T. 4 459, length 392·0, breadth 48·6, depth 29·9, engines, triple, by builders, I.H.P. 2,500, electric light.

ARRACAN—steel screw, owners P. Henderson & Co.'s Line, built by W. Denny Bros., Dumbarton, 1900. R.T. 3,910, length 360·0, breadth 45·2, depth 26·4; engines, triple, by builders.

ASABA—steel, twin-screw, owners African S.S. Co., built by Caledon S. & E. Co., Ltd., Dundee, 1900. R.T. 972, length 220·0, breadth 36·0, depth 14·0; engines, compound, by builders.

ASCANIA—steel, screw, owners Hamburg-American Line, built by Armstrong, Mitchell & Co., Newcastle, 1897. R.T. 2,046, length 289·3, breadth 36·4, depth 22·5, engines, triple, by Wallsend Slipway Co., Newcastle, electric light.

ASHANTI—steel, screw, owners Elder, Dempster Shipping, built by C. S. Swan & Hunter, Ltd., Wallsend, 1897. R.T. 3,389, length 330·0, breadth 45·0, depth 20·6; engines, triple, by N.E. Marine, Newcastle.

ASIA—iron, screw, owners Anchor Line, built by D. & W. Henderson and Co., Glasgow, 1884. R.T. 3,711, length 378·2, breadth 40·2, depth 28·6; engines, compound, by builders, I.H.P 1,307, speed 11 knots.

ASSAYE—steel, twin-screw, owners P. & O. Co., built by Caird and Co., Ltd., Greenock, 1899. R.T. 7,376, length 450·0, breadth 54·0, depth 31·6, engines, triple, by builders.

ASSISTANCE—steel, screw, owners Pacific Steam Nav. Co., built by Gourlay Bros. & Co., Dundee, 1891. R.T. 214, length 105·0, breadth 22·6, depth 12·0; engines, compound, by builders.

ASSUAN—steel, screw, owners Kosmos Line, built by Charles Connell & Co., Glasgow, 1901. R.T. 4,793, length 113 (14½ metres), breadth 8½, depth ; engines, triple, by Dunsmuir & Jackson, Glasgow, I.H.P. 2,000, speed 12 knots; No. of pass. 25 first, 16 second, 60 third, electric light.

ASSYRIA—steel, screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1900. R.T. 6,280, length 456·0, breadth 55·0, depth 30·1, engines, triple, by builders, electric light.

ASTORIA—steel, twin-screw, owners Anchor Line, built by W. Denny & Bros., Dumbarton, 1885. R.T. 5,086, length 439·6, breadth 46·4, depth 28·9 ; engines, triple, by builders, speed 14 knots, electric light.

ASTREA—steel, screw, owners Finland Steamship Co., built by Wigham, Richardson & Co., Newcastle-on-Tyne, 1891. R.T. 1,137, speed 13 knots ; accommodation 30 first, 14 second, 300 third, electric light, stewardess.

ATHENIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1902. R.T. 12,234, length 520·0, breadth 63·4, depth 45·0 ; engines, quadruple, by builders, I.H.P. 4,400, speed 12½ knots ; No. of pass. 170 first and second, 200 third.

ATLANTIAN—steel, twin-screw, owners F. Leyland & Co., built by Armstrong, Whitworth & Co., Newcastle-on-Tyne, 1899. R.T. 9,354, length 482·0, breadth 57·3, depth 32·8 ; engines, triple, by builders, I.H.P. 3,500, speed 12 knots; No. of pass. 8 first, electric light.

ATLANTIQUE—steel, twin-screw, owners Messageries Maritimes, built by owners, 1889. R.T. 6,900, length 468·9, breadth 50·6, depth 32·8, engines, triple, by builders. I.H.P. 7,200, electric light.

ATRATO—steel, screw, owners Royal Mail Steam Packet Co., built by R. Napier & Sons, Glasgow, 1888. R.T. 5,366, length 421·2, breadth 50·0, depth 25·0 ; engines, triple, by builders.

AUGUSTINE—steel, screw, owners Booth Line, built by Barclay, Curle & Co., Glasgow, 1879. G.T. 3,498, length 359·6, breadth 43·8, depth 29·1 ; new boilers and engines tripled by T. Richardson & Son, speed 13 knots ; No. of pass. 132 first, electric light.

AUSTRALIA—steel, screw, owners Anchor Line, built by Short Bros., Sunderland, 1892. R.T. 3,595, length 343·0, breadth 43·0, depth 19·3, engines, triple, by W. Allan & Co., Sunderland, electric light.

AUSTRALIEN—steel, screw, owners Messageries Maritimes, built by owners, 1889. R.T. 6,428, length 482·3, breadth 49·2, depth 34·1; engines, triple, by builders; I.H.P. 7,200, speed , electric light.

AUSTRIAN—steel, twin-screw, owners Ellerman Line, built by W. Denny & Bros., Dumbarton, 1894. R.T. 3,127, length 316·8; engines, triple, by builders, speed 12 knots, electric light; No. of pass. 18 saloon, accommodation amidships.

AVA—steel, screw, owners P. Henderson & Co.'s Line, built by W. Denny & Bros., Dumbarton, 1895. R.T. 3,895, length 360·0, breadth 43·1, depth 27·3; engines, triple, by builders, I.H.P. speed 10 knots; No. of pass. 32, electric light.

AVOCA—steel, screw, owners British India Co., built by N. Denny and Bros., Dumbarton, 1891. R.T. 5,324, length 420·0, breadth 48·2, depth 30·6; engines, quadruple, by Denny & Co., speed 14 knots; No. of pass. 80 first, 42 second, electric light.

AVON—steel, twin-screw, owners Royal Mail Steam Packet Co., built by Workman & Clark, Belfast, 1907. R.T. 11,000.

AVONDALE CASTLE—steel, screw, owners Union-Castle Line, built by Fairfield Co., Ltd., Glasgow, 1897. R.T. 5,531, length 425·2, breadth 50·0, depth 30·0; engines, triple, by builders, I.H.P. 4,000; No. of pass. 60 first, 90 second, electric light.

AWA MARU—steel, twin-screw, owners Japan Line, built by Mitsu Bishi Dockyard, Nagasaki, 1899. R.T. 6,309, length 445 0, breadth 49·4, depth 30·4; engines, triple, by builders, speed 14 knots; No. of pass. 26 first, 20 second, electric light.

AXIM—steel, screw, owners British & African S. N. Co., built by the Naval Construction and Armaments Co., Ltd., Barrow, 1894. R.T. 2,793, length 336·0, breadth 39·3, depth 22·3; engines, triple, by builders, electric light.

AZOFF—iron, screw, owners Russian Steam Navigation Co., built by A. Leslie & Co., Newcastle, 1867. R.T. 1,414, length 256·0, breadth 33·0, depth 21·2; engines, compound, by Maudslay, London.

AZTEC—steel, screw, owners Pacific Mail S.S. Co., built by Edwards' Shipbuilding Co., Newcastle, 1894. R.T. 3,508, length 350·0, breadth 43·0, depth 26·6; engines, triple, by Blair & Co., Stockton.

BAKANA—steel, screw, owners British and African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1894. R.T. 2,793, length 336·0, breadth 39·3, depth 22·3; engines, triple, by builders, I.H.P. 1,300, speed 11 knots; No. of pass. 44 first, 14 second, electric light.

BALDER—steel, screw, owners Thule Line, built by Blackwood and Gordon, Port Glasgow, 1898. R.T. 1,456, length 246·2, breadth 34·1, depth 14·0; engines, triple, by builders, speed 12 knots; No. of pass. 50 first, 30 second, electric light.

BALTIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1904. R.T. 23,876, length 725·9, breadth 75·6, depth 57·8; engines, quadruple, by builders, I.H.P. 13,000, speed 16 knots.

BALUCHISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by S. P. Austin & Sons, Ltd., Sunderland, 1897. R.T. 2,746, length 314·1, breadth 45·5, depth 20·1; engines, triple, by G. Clark, Ltd., Sunderland.

BANANA—steel, screw, owners Elder Dempster Shipping, built by J. Bluner & Co., Sunderland, 1897. R.T. 2,817, length 310·0, breadth 41·0, depth 19·11; engines, triple, by G. Clark, Ltd., Sunderland.

BANCA—steel, screw, owners P. & O. Company, built by W. Doxford & Sons, Ltd., Sunderland, 1900. R.T. 5,995, length 439·8, breadth 51·7, depth 21·4; engines, triple, by builders, electric light.

BANGKOK—steel, screw, owners Norddeutscher Lloyd, built by Workman, Clark & Co., Belfast, 1896. R.T. 1,900, length 278·0, breadth 41·1, depth 20·8; engines, triple, by builders, I.H.P. 900, electric light.

BARBADIAN—steel, screw, owners F. Leyland & Co., built by Naval Construction & Armaments Co., Barrow, 1893. R.T. 4,502, length 380·2, breadth 44·2, depth 26·7; engines, triple, by builders, I.H.P., 1896, speed 12 knots; No. of pass. 25 first, electric light.

BARRANCA—steel, screw, owners Elders & Fyffes, Ltd., built by Alexander Stephens & Son, Glasgow, 1906. R.T. 4,300, length, 372·0, breadth 47·6, depth 32·6, engines, triple, by builders, electric light, speed 14 knots; No. of pass. 12 first.

BARBAROSSA—steel, twin-screw, owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1896. R.T. 10,769, length 525·0, breadth 60·0, depth 34·8; engines, quadruple, by builders, I.H.P. 7,000, speed 16 knots; No. of pass. 190 first, 112 second, electric light

BARBARY—steel, screw, owners David MacIver, Sons & Co., Ltd., built by Messrs. Richardson, Duck & Co., Stockton-on-Tees, 1901. R.T. 4,150, length 370·0, breadth 48·0, depth 29·0; engines, triple, by Messrs. Blair & Co., Stockton-on-Tees, I.H.P. 2,800, speed 13 knots; No. of pass. 6 first, 6 second.

BARDISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by W. Gray & Co., Ltd., West Hartlepool, 1899. R.T. 2,034, length 275·0, breadth 41·6, depth 17·7; engines, triple, by Central Marine Engineering Works, West Hartlepool.

BARRACOUTA—steel, screw, owners Pacific Mail Line, built by J. & G. Thomson & Co., Glasgow, 1883. R.T. 1,659, length 275·0, breadth 35.1, depth 19·9; engines, compound, by builders.

BASIL—steel screw, owners Booth Line, built by Workman, Clark & Co., Ltd., Belfast, 1895. Length 338·0, breadth 43·7, depth 26·1; engines, triple, by builders.

BATANGA—steel, screw, owners British and African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1893. R.T. 2,808, length 336·0, breadth 39·4, depth 22·3; engines, triple, by builders, I.H.P. 1,300, speed 11 knots; No. of pass. 44 first, 14 second, electric light.

BATAVIA—steel, twin-screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1899. R.T. 11,046, length 501·3, breadth 62·2, depth 34·6; engines, quadruple, by builders, electric light.

BATAVIER II.—steel, screw, owners Netherlands Steamboat Co., built by Gourlay Bros. & Co. R.T. 1,696, length 244·0, breadth 33·5, depth 14·0; engines, triple, by builders, I.H.P. 202, speed 15 knots; No. of pass. 44 first, 27 second, electric light.

BATAVIER III.—steel, screw, owners Netherlands Steamboat Co., built by Gourlay Bros. & Co., Dundee. R.T. 1,096, length 244·0, breadth 33·5, depth 14·0; engines, triple, by builders, I.H.P. 200, speed 15 knots; No. of pass. 44 first, 27 second, electric light.

BATAVIER IV.—steel, screw, owners Netherlands Steamboat Co., built by Gourlay Bros. R.T. 1,500, length 260·0, breadth 35·1, depth 17·0; engines, triple, 2,100 I.H.P., speed 16 knots; No. of pass. 74 first, 28 second, electric light.

BATAVIER V.—steel, screw, owners Netherlands Steamboat Co., built by Gourlay Bros. R.T. 1,500, length 260·0, breadth 35·1, depth 17·0; engines, triple, by builders, I.H.P. 2,100, speed 16 knots.

BATHURST—steel, screw, owners British and African S.N. Co. (1900) Ltd.. built by Naval Construction and Armaments Co., Barrow, 1893. R.T. 3,808, length 336·0, breadth 39·0, depth 25·0; engines, triple, by builders.

BAVARIA—steel, twin-screw, owners Anchor Line, built by D. and W. Henderson & Co., Glasgow, 1897. R.T. 4,711, length 400·0, breadth 49·0, depth 28·0; engines, triple, by builders, I.H.P. 2,600, speed 10½ knots; electric light.

BAYERN—steel, screw, owners Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1886. R.T. 5,034, length 440·1, breadth 45·0 depth 32·6; engines, triple, by builders, I.H.P. 3,500, speed 14 knots; No. of pass. 84 first, 60 second, electric light.

BEACON GRANGE—steel, screw, owners Houlder Line, built by Workman, Clark & Co., Ld., Belfast. R.T. 4,000, length 370·0, breadth 47·6, depth 30·0; engines, triple, by builders, I.H.P. 2,720, speed 13 knots; No. of pass. 12 first, 12 second, electric light.

BELE—steel, screw, owners Thule S.S. Co., built by Motala Co., Gothenburg, 1879. R.T. 1,342, length 232·0, breadth 31·6, depth 16·2; engines, compound, by builders, speed 11½ knots; No. of pass. 30 first, 12 second, electric light.

BENALDER—steel, screw, owners Ben Line, built by A. Stephen and Sons, Glasgow. R.T. 3,044, length 341·0, breadth 41·8, depth 24·3; engines, triple, by builders.

BENARTY—steel, screw, owners The Ben Line, built by Bartram and Sons, Sunderland, 1902. R.T. 3,910, length, 382·5, breadth 46·1, depth 18·3; engines, triple, by J. Dickinson & Sons, Ltd., Sunderland, electric light.

BENAVON—steel, screw, owners The Ben Line, built by Bartram and Sons, Sunderland, 1903. R.T. 3,930, length 379·0, breadth 46·1, depth 26·3; engines, triple, by J. Dickinson & Sons, Ltd., Sunderland.

BENCLEUCH—steel, screw, owners Ben Line, built by Ramage & Ferguson, Ltd., Leith. R.T. 4,159, length 385·2, breadth 46·2, depth 26·1; engines, triple, by builders; No. of pass. 4 first.

BENEDICT—steel, twin-screw, owners Booth Line, built by Sir Raylton Dixon & Co., Middlesbro', 1894. R.T. 3,378 length 345·0, breadth 43·5, depth 25·4; engines, triple, by T. Richardson & Son, Hartlepool; speed, 10½ knots.

BENGLOE—steel, screw, owners Ben Line, built by Barclay Curle & Co., Glasgow. R.T. 3,006, length 341·0, breadth 41·8, depth 24·3; engines, triple, by builders; No. of pass. 4 first.

BENLARIG—steel, screw, owners Ben Line, built by Bartram & Sons, Sunderland. R.T. 3,921, length 379·0, breadth 46·1, depth 18·3; engines, triple, by J. Dickinson & Sons, Ltd.; No. of pass. 4 first.

BENLAWERS—steel, screw, owners The Ben Line, built by Bartram & Sons, Sunderland, 1904. R.T. 3,930, length 379·0, breadth 46·1, depth 26·3; engines, triple, by J. Dickinson & Sons, Ltd., Sunderland.

BENLEDI—steel, screw, owners Ben Line, built by Barclay, Curle & Co., Glasgow. R.T. 2,303, length 320·0, breadth 38·0, depth 25·1; engines, triple, by builders; No. of pass. 10 first.

BENLOMOND—steel, screw, owners Ben Line, built by A. Stephen and Sons, Glasgow. R.T. 2,670, length 320, breadth 40·0, depth 24·0; engines, triple, by builders; No. of pass. 4 first.

BENMOHR—steel, screw, owners Ben Line, built by A. Stephen and Sons, Glasgow. R.T. 3,000, length 340·0, breadth 41·8, depth 24·1; engines, triple, by A. Stephen & Sons; No. of pass. 4 first.

BENVENUE—steel, screw, owners Ben Line, built by Bartram & Sons, Sunderland. R.T. 3,929, length 379·0, breadth 46·1, depth 18·3; engines, triple, by J. Dickinson & Sons, Ltd., Sunderland; No. of pass. 4 first.

BENVORLICH—steel, screw, owners Ben Line, built by A. Stephen and Sons, Glasgow. R.T. 3,381, length 357·0, breadth 43·3, depth 248. engines, triple, by builders; No. of pass. 4 first.

BERNARD—steel, twin-screw, owners Booth Line, built by Workman, Clark & Co., Belfast, 1895. R.T. 3,280, length 335·0, breadth 43·7, depth 26·1; engines, triple, by builders, speed 10½ knots.

BERWICK CASTLE—steel, twin-screw, owners Union-Castle Line, building by Beardmore & Co., Glasgow, 1901. R.T. 5,883 length 400·0, breadth 50·0, depth 37·7; engines, triple, by builders, I.H.P. 3,000; No. of pass. 12, electric light.

BETHANIA—steel, screw, owners Hamburg-American Line, built by A. Stephen & Sons, Glasgow, 1899. R.T. 7,492, length 485·0, breadth 57·0, depth 32·9; engines, triple, by builders, electric light.

BIAFRA—steel, screw, owners African S.S. Co., built by Sir R. Dixon & Co., Middlesbro', 1895. R.T. 3,363, length 332·0, breadth 43·2, depth 23·0; engines, triple, by T. Richardson & Sons, Hartlepool, I.H.P. 1,700, speed 11 knots; No. of pass. 88 first, 44 second, electric light.

BINGO MARU—steel, screw, owners Japan Line, built by Napier, Shanks & Bell, Glasgow, 1897. R.T. 5,798, length 445·0, breadth 49·4, depth 30·5; engines, triple, by builders, speed 14 knots; No. of pass. 26 first, 20 second, electric light.

BLÜCHER—steel, twin-screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1901. R.T. 12,320, length 525·0, breadth 62·0, depth 35·9; engines, quadruple, by builders.

BOHEMIA—steel, twin-screw, owners Anchor Line, built by D. and W. Henderson & Co., Glasgow, 1891. R.T. 3,190, length 320·0, breadth 43·0, depth 24·55; engines, triple, by builders, I.H.P. 2,000, speed 10½ knots; electric light.

BOHEMIAN—steel, screw, owners Leyland Line, built by A. Stephenson & Son, Glasgow, 1900. R.T. 8,548, length 512·0, breadth 58·2, depth 34·3; engines, triple, by builders.

BOLIVAR—steel, screw, owners The Iquitos Steamship Co., Ltd., managers The Booth Line, built by Hall, Russell & Co., Aberdeen, 1898. G.T. 1,016, length 223, breadth 33·5, depth 15·5; engines, triple expansion, by builders; No. of pass. 12 first, electric light.

BOLIVIA—steel, screw, owners Hamburg-American Line, built by Armstrong, Mitchell & Co., Ltd., Newcastle, 1899. R.T. 2,646, length 310·0, breadth 39·0, depth 23·6; engines, triple, by Wallsend Slipway Co., electric light.

BOMA—steel, screw, owners British and African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1889. R.T. 2,681, length 311·6, breadth 39·2, depth 24·7; engines, triple, by builders, I.H.P. 1,200, speed 11 knots; No. of pass. 24 first, 12 second.

BONIFACE—steel, twin-screw, owners Booth Line, built by Barclay, Curle & Co., Glasgow, 1904. R.T. 3,506, length 355, breadth 48.7, depth 24·0; engines, triple, by builders, speed 11 knots; No. of pass. 16 first, electric light.

BONN—steel, screw, owners Norddeutscher Lloyd, built by Germaniawerft, Kiel, 1895. R.T. 3,969, length 355·1, breadth 43·6, depth 25·6; engines, triple, by Germania Co., Berlin, I.H.P. 1,800 electric light.

BONNY—steel, screw, owners British and African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1891. R.T. 2,702, length 327·6, breadth 39·4, depth 22·0; engines, triple, by builders, I.H.P. 1,200, speed 10½ knots; No. of pass. 44 first, 14 second, electric light.

BORKUM—steel, screw, owners Norddeutscher Lloyd, built by J. L. Thompson & Sons, Sunderland, 1896. R.T. 5,649, length 409·0, breadth 50·5, depth 27·1; engines, triple, by builders, I.H.P. 2,000; No. of pass. 12 first and second, electric light

BORNEO—steel, screw, owners P. & O. Company, built by Palmer's Co., Ltd., Newcastle, 1895. R.T. 4,573, length 401·3, breadth 46·8, depth 27·9; engines, triple, by builders, I.H.P. 3,000, speed 14 knots; No. of pass. 49 first, 24 second, electric light.

BORNU—steel, screw, owners British & African S. N. Co., built by Vickers, Sons & Maxim, Barrow, 1899. Length 343·1, breadth 42·0, depth 26·1; engines, triple, by builders.

BOSNIA—steel, screw, owners Hamburg-American Line, built by Palmers' Co., Ltd., Newcastle, 1899. R.T. 7,437, length 485·0, breadth 57·4, depth 32·7; engines, triple, by builders, electric light.

BOSTONIAN—steel, screw, owners Wilsons and Furness-Leyland Line, built by Harland & Wolff, Belfast, 1888. R.T. 4,668, length 421·8, breadth 43·2, depth 30·9; engines, triple, by builders.

BOTHNIA—steel, screw, owners Wasa, S.S. Co., built by Murdoch and Murray, Glasgow, 1899. R.T. 1,338, length 230·0, breadth 33·2, depth 15·1; engines, triple, by J. G. Kincaid & Co., Greenock, I.H.P. 127, speed 10 knots; No. of pass. 10 first, electric light.

BOULAMA—steel, screw, owners British and African S.N. Co. (1900), Ltd., built by Londonderry S. Co., Londonderry, 1901. R.T. 2,613, length 325·0, breadth 45·0, depth 22·2¼; engines, triple, by Clyde S. & E. Co., Port Glasgow.

BOVIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1892. R.T. 6,583, length 470·0, breadth 53·1, depth 31·6; engines, triple, by builders, I.H.P. 3,700, speed 13 knots; electric light.

BRAEMAR CASTLE—steel, screw, owners Union-Castle Line, built by Barclay, Curle & Co., Ltd., Glasgow, 1898. R.T. 6,266, length 450·0, breadth 52·3, depth 30·3; engines, quadruple, by builders, I.H.P. 4,500; No. of pass. 70 first, 100 second, electric light.

BRANDENBURG—steel, twin-screw, owners Norddeutscher Lloyd, built by the Bremer Vulcan Company. R.T. 7,532, length 429·2, breadth 54·1, depth 39·6; engines, quadruple, by builders.

BREMEN—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Danzig, 1897. R.T. 11,570, length 525·1, breadth 60·3, depth 34·8; engines, quadruple, by builders, I.H.P. 8,000, speed 17 knots; No. of pass. 190 first, 112 second, electric light.

BRESLAU—steel, twin-screw, owners Norddeutscher Lloyd, built by Bremer Vulcan Co., 1901. R.T. 8,000, length 429·3, breadth 54·3, depth 39·6; engines, quadruple, by builders, I.H.P. 3,200.

BRIGHTON—steel, triple-screw, owners L.B. & S.C. Ry., built by Denny & Bros., Dumbarton, 1903. R.T. 1,129, length 282·0, breadth 34·0, depth 14½; engines, Parson's Turbine; speed 21 knots, electric light; No. of pass. 970.

BRISGAVIA—steel, screw, owners Hamburg-American Line, built by Workman, Clarke & Co., Ltd., Belfast, 1899. R.T. 7,419, length 450·0, breadth 53·2, depth 31·6; engines, triple, by builders, electric light.

BRITANNIA—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1887. R.T. 6,525, length 465·8, breadth 52·0, depth 18·7; engines, triple, by builders, I.H.P. 7,000, speed 16½ knots; No. of pass. 230 first, 157 second, electric light.

BRITANNIA—iron, screw, owners Papayanni S.S. Co., built by T. Royden & Sons, Liverpool, 1885. R.T. 3,129, length 353·0, breadth 39·3, depth 28·1; engines, compound, by G. Forrester & Co., Liverpool, speed 11 knots; No. of pass. 25 first.

BRITANNIA—steel, screw, owners Hall's Line, built by Wood, Skinner & Co., Ltd., Newcastle-on-Tyne, 1902. R.T. 1,814, length 270·0, breadth 39·6, depth 20·11; engines, triple, by George Clark, Ltd., Sunderland, electric light.

BRITANNIA—twin-screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1879. R.T. 3,069, length 350, breadth 38·5, depth 23·7; engines, triple, by builders, speed 11 knots.

BRITTANY—steel, screw, owners David MacIver & Co., built by Richardson, Duck & Co., Stockton, 1898. R.T. 2,926, length 330·0, breadth 43·0, depth 16·6; engines, triple, by Blair & Co., Ltd., Stockton, I.H.P. 1,600/1,700, speed 12 knots; No. of pass. 6 first, 4 second.

BRITON—steel, twin-screw, owners Union-Castle Line, built by Harland and Wolff, Belfast, 1897. R.T. 10,248, length 530·0, breadth 60·3, depth 36·1; engines, triple, by builders; No. of pass. 270 first, 210 second, electric light.

BRUSSELS—steel, twin-screw, owners Great Eastern Railway, built by Gourlay Bros., Dundee, 1902. R.T. 1,380, length 285·0, breadth 34·0, depth 16·6; engines, compound, by builders, I.H.P. 3,900, electric light.

BUENOS AIRES—steel, screw, owners Compania Transatlantica, built by W. Denny & Bros., Dumbarton, 1887. R.T. 5,311, length 410·6, breadth 48·2, depth 22·4; engines, quadruple, by builders, speed 14 knots; No. of pass. 150 first, 69 second, electric light.

BULGARIA—steel, twin-screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1898. R.T. 11,077, length 501·4, breadth 62·2, depth 34·6; engines, quadruple, by builders, electric light.

BÜLOW—steel, twin-screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg, Geestemünde, 1906. R.T. 9,000, length 47·80, breadth 56·9, depth 39·0; engines, triple, by builders, I.H.P. 6,000; No. of pass. 106 first, 113 second, 1,426 third, electric light.

BULUWAYO—steel, screw, owners Bucknall S.S. Line, built by Armstrong, Mitchell & Co., Ltd., Newcastle, 1895. R.T. 4,412, length 360·0, breadth 47·0, depth 27·8; engines, triple, by Hawthorn, Leslie and Co., Ltd., Newcastle.

BUNDESRATH—steel, screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1890. R.T. 2,084, length 310·0, breadth 38·0, depth 23·3, engines, triple, by builders, I.H.P. 1,400, speed 11½ knots; No. of pass. 32 first, 18 second, electric light.

BURGERMEISTER—steel, twin-screw, owners Deutsche Ost-Afrika Linie, built by Flensburger Schiffsb. Ges., Flensburg, 1902. R.T. 5,720, length 410·0, breadth 48·0, depth 31·0; engines, triple, by builders, speed 14 knots; No. of pass. 103 first, 72 second, 58 third, electric light.

BURGUNDY—steel, screw, owners David MacIver, Sons & Co., Ltd., built by Messrs. Richardson, Duck & Co., Stockton-on-Tees, 1901. R.T. 3,500, length 350·0, breadth 47·0, depth 26·0; engines, triple, by Messrs. Blair & Co., Stockton-on-Tees, I.H.P. 2,225, speed 12 knots; No. of pass. 6 first, 4 second.

BURMA—steel, screw, owners P. Henderson & Co.'s Line, built by W. Denny & Bros., Dumbarton, 1896. R.T. 3,584, length 344·0, breadth 44·7, depth 25·7; engines, triple, by builders, I.H.P. , speed 10 knots; No. of pass. 14.

BURUTU—steel, screw, owners British and African S.N. Co. (1900), Ltd., built by A. Stephen & Sons, Ltd., Glasgow, 1902. R.T. 3,863, length 360·0, breadth 44·0, depth 26·0; engines, triple, by builders.

BUSIRIS—steel, twin-screw, owners Moss S.S. Co., built by J. Blumer & Co., 1904. R.T. 2,720, length 316·0, breadth 44·9, depth 23·0; engines, triple, by N.E. Marine Co., Ltd., speed 10 knots, electric light.

CABENDA—steel, screw, owners African S.S. Co., built by R. Dixon & Co., Middlesbro', 1891. R.T. 2,848, length, 312·0, breadth 39·2, depth 24·6; engines, triple, by T. Richardson & Sons, Hartlepool, I.H.P. 1,200, speed 10 knots; No. of pass. 31 first, 15 second, electric light.

CALABRIA—steel, screw, owners Hamburg-American Line, built by London & Glasgow Co., Ltd., Glasgow, 1899. R.T. 3,004, length 340·0, breadth 42·1, depth 26·2; engines, triple, by builders, electric light.

CALABRIA—steel, screw, owners Anchor Line, built by D. & W. Henderson & Co., 1901. R.T. 4,376, length 375·0, breadth 47·0 depth 30·6; engines, triple, by builders, speed 13½ knots.

CALEDONIA—steel, screw, owners P. & O. Company, built by Caird & Co., Ltd., Greenock, 1894. R.T. 7,558, length 486·0, breadth 54·2, depth 26·2; engines, triple, by builders, I.H.P. 11,000, speed 18½ knots; No. of pass. 316 first, 175 second, electric light.

CALEDONIA—steel, twin-screw, owners Anchor Line, built by D. & W. Henderson & Co., Ltd., Glasgow, 1904. R.T. 10,000, length 500·0, breadth 58·2, depth 25·5; engines, triple, by builders, speed 16 knots, electric light.

CALEDONIAN—steel, screw, owners Leyland Line, built by Cal. S. & E., Dundee, 1900. R.T. 4,990, length 426·5, breadth 50·3, depth 28·4; engines, triple, by builders.

CALEDONIEN—iron, screw, owners Messageries Maritimes, built by owners, 1882. R.T. 4,233, length 413·9, breadth 41·3, depth 32·8; engines, triple, by builders, I.H.P. 4,000, electric light.

CALIFORNIA—steel, twin-screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1906. R.T. 9,000, length 470·0, breadth 58·0, depth, 36·6; engines, triple, by builders, speed 15 knots.

CALIFORNIA—steel, twin-screw, owners Pacific Steam Navigation Co., built by Caird & Co., Greenock, 1902. Length 400·0, breadth 52·0, depth 29·0. I.H.P. 5,000. No. of pass. 130 first.

CAMBRIAN—steel, screw, owners Wilsons and Furness-Leyland Line, built by W. Gray & Co., Ltd., West Hartlepool, 1896. R.T. 5,626, length 450·0, breadth 49·2, depth 31·0; engines, triple, by Cen. Mar. Eng. Works, West Hartlepool.

CAMBRIAN KING—steel, screw, owners T. Ronaldson & Co., built by W. Pickersgill & Sons, Sunderland, 1898. R.T. 3,691, length 350·0, breadth 46·3, depth 17·6; engines, triple, by G. Clarke, Ltd., Sunderland, electric light.

CAMBRIDGE—steel, twin-screw, owners Great Eastern Railway, built by Earle's Steamship Building Co., Hull, 1886. R.T. 1,259, length 280·0, breadth 31·0, depth 15·2; engines, compound, by builders. I.H.P. 2,332, electric light.

CAMBROMAN—steel, screw, owners Dominion Line, built by Laird Bros., Birkenhead, 1892. R.T. 4,920, length 429·9, breadth 46·3, depth 30·1; engines, triple, by builders, electric light.

CAMEO—owners Wilson Line, built by Earle's Shipbuilding Co., Hull, 1876. R.T. 1,244, length 245·0, breadth 31·0, depth 17·3; engines, compound, by builders, speed 11 knots; No. of pass. 32 first, 32 second, electric light.

CAMETENSE—steel, screw, owners Booth Line, built by Palmers' Co., Newcastle, 1891. R.T. 2,155, length 302·0, breadth 38·4, depth 15·3; engines, triple, by builders, electric light.

CAMPANIA—steel, twin-screw, owners Cunard Line, built by Fairfield Co., Glasgow, 1893. R.T. 12,950, length 601·0, breadth 65·2, depth 37·8; engines, triple, by builders, I.H.P. 28,000, speed 22 knots; No. of pass. 400 first, 300 second, 600 third, electric light.

CANADA—steel, twin-screw, owners Dominion Line, built by Harland & Wolff, Ltd., Belfast, 1896. R.T. 8,806, length 500·4, breadth 58·2, depth 31·1; engines, triple, by builders, speed 16 knots; No. of pass. 200 first, 200 second, electric light.

CANADIA—steel, screw, owners Hamburg-American Line, built by Reiherst Shipbuilding Co., Hamburg, 1889. R.T. 2,404, length 301·4, breadth 37·8, depth 23·9; engines, triple, by builders, electric light.

CANADIAN—steel, screw, owners Leyland Line, built by Hawthorne, Leslie & Co., Newcastle, 1900. Length 530·0, breadth 59·0, depth 35·9 engines, triple, by builders.

CANDIA—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Greenock, 1896. R.T. 6,482, length 450·6, breadth 52·3, depth 30·6; engines, triple, by builders, I.H.P. 4,500, speed 13½ knots; electric light.

CANNING—steel, screw, owners Lamport and Holt Line, built by D. & W. Henderson & Co., Glasgow, 1896. R.T. 5,396, length 425·2, breadth 52·1, depth 28·5; engines, triple, by builders.

CANOVA—steel, screw, owners Lamport and Holt Line, built by D. & W. Henderson & Co., Glasgow, 1896. R.T. 4,640, length 425·2, breadth 52·1, depth 28·5; engines, triple, by builders.

CAP BLANCO—steel, twin-screw, owners Hamburg South American Line, built by Reihersteig Schiffswh., Hamburg, 1903. R.T. 7,000, length 440·0, breadth 52·0, depth 30·0; engines, triple, by builders, electric light.

CAP FRIO—steel, twin-screw, owners Hamburg South American Line, built by Reihersteig Schiffswh., Hamburg, 1899. R.T. 5,732, length 411·4, breadth 48·3, depth 29 0; engines, quadruple, by builders, electric light.

CAP ORTEGAL—steel, twin-screw, owners Hamburg South American Line, built by Blohm & Voss, Hamburg, 1903. R.T. 6,800, length 440·0, breadth 52·0, depth 30·0; engines, triple, by builders, electric light.

CAP ROCA—steel, twin-screw, owners Hamburg South American Line, built by Reihersteig Schiffswh., Hamburg, 1900. R.T. 5,786, length 411·4, breadth 48·3, depth 29·0; engines, quadruple, by builders, electric light.

CAP VERDE—steel, twin-screw, owners Hamburg South American Line, built by Flensburger Schiffsh. Ges., 1900. R.T. 5,909, length 410·5, breadth 48·3, depth 29·1; engines, quadruple, by builders, electric light.

CARISBROOK CASTLE — steel, screw, owners Union-Castle Line, built by Fairfield Co., Ltd., Glasgow, 1898. R.T. 7,626, length 485·0, breadth 56·0, depth 32·1; engines, quadruple, by builders, I.H.P. 8,500, speed 17½ knots; No. of pass. 250 first, 140 second, electric light.

CARL WOERMANN—iron, screw, owners Woermann Line, built by Reiherst, Hamburg, 1881. R.T. 1,946, length 291·0, breadth 36·4, depth 21·9; engines, compound, by builders, I.H.P. 850, speed 10 knots; No. of pass. 6 first, 6 second.

CARMANIA—steel, triple-screw, owners Cunard Line, built by J. Brown & Co., Glasgow, 1905. R.T. 20,000, length 650·0, breadth 72·2, depth 40·2; engines, 3 steam turbines.

CARONI—steel, twin-screw, owners Royal Mail Steam Packet Company, built by Sir Wm. Armstrong, Whitworth & Co., 1904. R.T. 2,627, length 328·0, breadth 43·9, depth 21·7; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle; speed 12½ knots, electric light.

CARONIA—steel, twin-screw, owners Cunard Line, built by John Brown & Co., Clydebank, 1905. R.T. 21,000, length 675·0, breadth 72·5, depth 52·0; engines, quadruple, by builders; I.H.P 21,000; speed 19 knots.

CARPATHIA—steel, twin-screw, owners Cunard Line, built by C. S. Swan & Hunter, Ltd., Wallsend on-Tyne, 1903. R.T. 13,000, length 558·0, breadth 64·3, depth 40·6; engines, quadruple, by Wallsend Shipway & Engineering Co.; No. of pass. 200 second, 1,600 to 2,000 third, electric light.

CARTHAGINIAN—steel, screw, owners Allan Line, built by Govan Shipbuilding Co., Glasgow, 1884. R.T. 4,223, length 386·4, breadth 45·2, depth 21·6; engines, compound, by J. & J. Thomson, Glasgow.

CASSEL—steel, twin-screw, owners Norddeutscher Lloyd, buil by J. C. Tecklenborg, 1901. R.T. 7,543, length 428·1, breadth 54·3, depth 39·7; engines, triple, by builders, electric light.

CASTALIA—steel, screw, owners Anchor Line, built by Barclay Curle & Co., Glasgow, 1906. R.T. 6,000, length 440·0, breadth 53·0 depth 32·0; engines, triple, by builders; speed 12½ knots.

CASTELLO—steel, screw, owners Wilson Line, built by W. Doxford and Sons, Ltd., Sunderland, 1896. R.T. 3,635, length 351·0, breadth 46·0, depth 25·0; engines, triple, by builders.

CATALINA—steel, twin-screw, owners Royal Mail Steam Packet Company, built by Sir Wm. Armstrong, Whitworth & Co., 1904. R.T. 2,666, length 328·0, breadth 43·9, depth 21·7; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle; speed 12 knots, electric light.

CAVOUR—steel, screw, owners Lamport & Holt Line, built by Sir R. Dixon & Co., Middlesboro', 1895. R.T. 5,042, length 410·1, breadth 51·3, depth 27·7; engines, triple.

CAWDOR CASTLE—steel, twin-screw, owners Union-Castle Line, building by Barclay, Curle & Co., Glasgow, 1901. R.T. 6,235, length 415·0, breadth 51·0, depth 38·0; engines, triple, by builders, I.H.P. 3,000; No. of pass. 12, electric light

CEARENSE—steel, twin-screw, owners Booth Line, built by The Naval Construction and Armaments Co., Barrow-in-Furness, 1891. R.T. 2,709, length 318·0, breadth 40·4, depth 25·8; engines, triple, by builders, speed 10½ knots, electric light; No. of pass. 40 first.

CEDRIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Ltd., Belfast, 1903. R.T. 21,034, length 680·9, breadth 75·3; engines, quadruple, by builders, I.H.P. 13,000, speed 16 knots; No. of pass. 353 first, 200 second, 2,352 third.

CELTIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1901. R.T. 20,880, length 700·0, breadth 75·0, depth 49·0, engines, quadruple, by builders; No. of pass. 347 first, 160 second, 2,352 third.

CERVANTES—steel, screw, owners Lamport and Holt Line, built by W. & D. Henderson & Co., Glasgow, 1895. R.T. 4,640, length 410·0, breadth 48·1, depth 26·2; engines, triple.

CESTRIAN—steel, screw, owners Leyland Line, built by Harland and Wolff, Belfast, 1896. R.T. 8,823, length 512·5, breadth 59·2, depth 35·0; engines, triple, by builders, I.H.P. 4.500, speed 14 knots; No. of pass. 60 first, electric light.

CEVIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1893. R.T. 8,301, length 500·5, breadth 60·3, depth 34·0; engines, triple, by builders, I.H.P. 3,650, speed 13 knots; electric light.

CEYLON—steel, screw, owners P. & O. Company, built by Sir R. Dixon & Co., Middlesbro', 1894. R.T. 4,094, length 375·0, breadth 47·0, depth 28·0; engines, triple, by T. Richardson & Sons, Hartlepool, I.H.P. 3,500, speed 13½ knots; No. of pass. 30 first, electric light.

CHARENTE—steel, screw, owners Messageries Maritimes, built by Forges et Chantiers de la Méditerranée, La Seyne, 1889. R.T. 3,835, length 371·4, breadth 43·10, depth 34·4; engines, triple, by builders, I.H.P. 2,200; electric light.

CHELMSFORD—steel, twin-screw, owners Great Eastern Railway, built by Earle, Hull, 1893. R.T. 1,635, length 300·4, breadth 34·5, depth 16·2; engines, triple, by builders.

CHEMNITZ—steel, twin-screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg, Geestemünde 1901. R.T. 8,000, length 428·2, breadth 54·3, depth 39·7; engines, triple, by builders, electric light.

CHERUSKIA—steel, screw, owners Hamburg American Line, built by R. Stevenson & Co., Newcastle, 1890. R.T. 3,254, length 344·5, breadth 41·3, depth 18·9; engines, triple, by builders; electric light.

CHESHIRE—steel, twin-screw, owners Bibby Line, built by Harland & Wolff, Belfast, 1891. R.T. 5,775, length 445·5, breadth 49·1, depth 29·7; engines, triple, by builders, I.H.P. 4,000, speed 14 knots; No. of pass. 100 first, electric light.

CHICKAHOMINY—steel, screw, owners Elders & Fyffes, Ltd built by Furness, Withy & Co., West Hartlepool, 1893. R.T. 3,354 length 345·0, breadth 41·2, depth 18·6; engines, triple, by Central Maritime Engineering Works, West Hartlepool, electric light, speed 11 knots; No. of pass. 6 first.

CHIENGMAI—steel, screw, owners Norddeutscher Lloyd, built by J. Scott & Co., Kinghorn, 1895. R.T. 1,237, length 229·8, breadth 32·0, depth 13·1; engines, triple, by builders, I.H.P. 800; electric light.

CHILE—steel, twin-screw, owners Pacific Steam Nav. Co., built by Caird & Co., Greenock, 1896. R.T. 3,225, length 350·3, breadth 43·1, depth 19·4; engines, triple, by builders.

CHILI—steel, screw, owners Messageries Maritimes, built by owners, 1894. R.T. 6,375, length 462·6, breadth 47·6, depth 36·7; engines, triple, by builders, I.H.P. 6,000; electric light.

CHINA—steel, screw, owners P. & O. Company, built by Harland and Wolff, Belfast, 1896. R.T. 7,899, length 500·5, breadth 54·2, depth 25·1; engines, triple, by builders. I.H.P. 10,000, speed 18 knots, electric light.

CHINA—steel, screw, owners Pacific Mail Line, built by Fairfield Co., Glasgow, 1889. R.T. 5,061, length 440·4, breadth 48·1, depth 32·8; engines, triple, by builders.

CHIRIQUI—steel, screw, owners Pacific Steam Nav. Co., built by Wigham, Richardson & Co., Newcastle, 1896. R.T. 643, length 185·0, breadth 31·1, depth 12·8; engines, compound, by builders.

CHIRRIPO—steel, screw, owners Elders & Fyffes, Ltd., built by Workman, Clark & Co., Belfast, 1906. R.T. 4,300, length 371·1, breadth 47·6, depth, 32·6; engines, triple, by builders, electric light, speed 14 knots; No. of pass. 12 first.

CHOW FA—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Company, Ltd., Glasgow, 1888. R.T. 1,646, length 270·5, breadth 37·0, depth 21·8; engines, triple, by builders, I.H.P. 1,200; electric light.

CHOW TAI—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Company, Ltd., Belfast, 1896. R.T. 1,777, length 289·0, breadth 37·8, depth 21·5; engines, triple, by builders, I.H.P. 1,200; electric light

CHRISTIANIA—steel, screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1890. R.T. 2,811, length 330·2, breadth 41·0, depth 25·6; engines, triple, by builders; electric light.

CIENFUEGOS—steel, screw, owners Ward Line, built by A. Stephen & Sons, Glasgow, 1887. R.T. 1,748, length 260·0, breadth 36·8, depth 16·6; engines triple, by builders.

CIRCASSIA—steel, twin-screw, owners Anchor Line, built by D. and W. Henderson & Co., Glasgow, 1902. R.T. 6,717, length 450·4, breadth 55·2, depth 34·2; engines, triple, by builders, speed 12 knots, electric light.

CITY OF ATHENS—steel, screw, owners City Line, built by Workman, Clark & Co., Belfast, 1901. R.T. 5,160, length 430·0, breadth 50·2, depth 28·5; engines, triple, by builders.

CITY OF BENARES—steel, screw, owners City Line, built by Workman, Clark & Co., Ltd., Belfast. R.T. 6,731, length 460, breadth 55·0, depth 35·0; engines, triple, by builders, speed 13½ knots; No. of pass. 47, electric light.

CITY OF BOMBAY—iron, screw, owners City Line, built by Workman, Clark & Co., Ltd., Belfast, 1885. R.T. 4,548, length 404·0, breadth 48·0, depth 29·2; engines, compound, by J. & J. Thomson, Glasgow, speed 13½ knots; No. of pass. 40 first, electric light.

CITY OF CALCUTTA—steel screw, owners City Line, built by Workman, Clark & Co., Belfast, 1903. R.T. 7,378, length 471·7, breadth 56·2, depth 36·0, speed 13½ knots; No. of pass. 125 first, 18 second class.

CITY OF CAMBRIDGE—steel, twin-screw, owners Papayanni Line, built by Workman, Clark & Co., Ltd., Belfast, 1882. R.T. 3,844, length 400·0, breadth 42·1, depth 29·6; engines, compound, by J. & J. Thomson, Glasgow, speed 12 knots; No. of pass. 50 first, electric light.

CITY OF CORINTH—steel, screw, owners City Line, built by Workman, Clark & Co., Ltd., Belfast. R.T. 5,443, length 430·0, breadth 50·2, depth 28·5; engines, triple, by builders, speed 13½ knots; No. of pass. 88 first, electric light.

CITY OF DUNDEE—steel, screw, owners City Line, built by Workman, Clark & Co., Ltd., Belfast, 1890. R.T. 3,427, length 361·7, breadth 42·7, depth 26·4; engines, triple, by J. Howden & Co., Glasgow, speed 11 knots; No. of pass. 12 first, electric light.

CITY OF EDINBURGH—steel, screw, owners City Line, built by C. Connell & Co., Glasgow, 1899. R.T. 6,254, length 459·0, breadth 52·0, depth 38·55; engines, triple, by J. & J. Thomson, Glasgow, speed 12½ knots; electric light.

CITY OF KHIOS—iron, screw, owners Papayanni Line, built by Barclay, Curle & Co., Glasgow, 1878. R.T. 3,496, length 381·5, breadth 38·4, depth 29·2; engines, triple, by J. Howden & Co., Glasgow, speed 12 knots; No. of pass. 26 first, electric light.

CITY OF MANCHESTER—steel, screw, owners City Line, built by Workman, Clark & Co. Ltd., Belfast. R.T. 5,551, length 421·0, breadth 51·5, depth 33·33; engines, triple, by builders; speed 11 knots; No. of pass. 24 first, 14 second, electric light.

CITY OF OXFORD—iron, screw, owners City Line, built by Barclay, Curle & Co., Glasgow, 1882. R.T. 4,019, length 400·0 breadth 43·2, depth 29·8; engines, triple, by builders, speed 13 knots; No. of pass. 34 first, electric light.

CITY OF PANAMA—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach & Son, Chester, Pa., 1873. R.T. 1,490, length 250·0, breadth 36·1, depth 20·2; engines, compound, by builders.

CITY OF PARA—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach & Son, Chester, Pa., 1878. R.T. 3,532, length 345·0, breadth 38·6, depth 20·0; engines, triple, by Morgan Iron Works, New York.

CITY OF PEKING—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach & Son, Chester, Pa., 1874. R.T. 5,080, length 423·0, breadth 48·0, depth 27·0; engines, compound, by builders.

CITY OF PERTH—steel, screw, owners City Line, built by Workman, Clark & Co., Ltd., Belfast, 1890. R.T. 3,427, length 361·7, breadth 42·7, depth 26·4; engines, triple, by J. & J. Thomson, Glasgow, speed 11 knots; No. of pass. 12 first, electric light.

CITY OF SPARTA—steel, screw, owners City Line, built by Workman, Clark & Co., Belfast, 1897. R.T. 5,179, length 430, breadth 50·2, depth 28·5; engines, triple, by builders, I.H.P. peed 13½ knots; No. of pass. 12 first, electric light.

CITY OF SYDNEY—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach & Son, Chester, Pa., 1875. R.T. 3,017, length 339·0, breadth 40·2, depth 20·5; engines, compound, by builders.

CITY OF VENICE—iron, screw, owners Ellerman Lines, built by Barclay, Curle & Co., Glasgow, 1875. R.T. 3,456, length 379·5, breadth 38·2, depth 29·2; engines, quadruple, by J. Howden & Co., Glasgow, speed 12 knots; No. of pass. 26 first, electric light.

CITY OF VIENNA—steel, screw, owners City Line, built by Workman, Clark & Co., Ltd., Belfast, 1890. R.T. 4,672, length 412·3, breadth 46·7, depth 29·3; engines, triple, by J. & J. Thomson, Glasgow, speed 13½ knots; No. of pass. 50 first, electric light.

CITY OF WASHINGTON—iron, screw, owners Ward Line, built by J. Roach & Son, Chester, Pa., 1877. R.T. 2,683, length 300·0, breadth 38·0, depth 27·0; engines, triple, by Morgan Iron Works, New York, I.H.P. 2,600, speed 14 knots; No. of pass. 70 first, 18 second, electric light.

CITY OF YORK—steel, screw, owners City Line, built by Workman, Clark & Co., Ltd., Belfast. R.T. 7,705, length 485·0, breadth 56·35, depth 36·2; engines, triple, by builders, speed 13½ knots; No. of pass. 139 first, 18 second, electric light.

CLEMENT—steel, screw, owners Booth Line, built by R Napier and Sons, Govan, 1896. G.T. 3,445, length 345·7, breadth 44·1, depth 28·1; engines, triple, by builders, speed 13 knots; No. of pass. 73 first, electric light.

CLUNY CASTLE—steel, twin-screw, owners Union-Castle Line, built by Barclay, Curle & Co., Ltd., 1903. R.T. 5,147, length 419·10, breadth 50·25, depth 28·20; engines, triple, by builders, electric light.

CLYDE—steel, screw, owners Royal Mail Steam Packet Co., built by R. Napier & Sons, Glasgow, 1890. R.T. 5,645, length 436·3, breadth 50·2, depth 25·4; engines, triple, by builders.

COBLENZ—steel, twin-screw, owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1897. R.T. 3,500, length 306·0, breadth 42·0, depth 23·6; engines, triple, by builders, I.H.P. 1,500, electric light.

COLCHESTER—steel, twin-screw, owners Great Eastern Railway, built by Earle's Shipbuilding and Engineering Co., Ltd., Hull, 1889. R.T. 1,246, length 280·0, breadth 31·0, depth 15·2; engines, triple, by builders, I.H.P. 2,440; electric light.

COLENSO—steel, screw, owners Wilson Line, built by R. Stephenson & Co., Ltd., Newcastle-on-Tyne, 1901. R.T. 3,861, length 340.0, breadth 47·2, depth 20·1; engines, triple, by Sir C. Furness, Westgarth & Co., Ltd.

COLOMBIA—steel, twin-screw, owners Pacific Steam Navigation Company, built by Caird & Co., Greenock, 1899. R.T. 3,335, length 359·5, breadth 43·2, depth 19·5; engines, triple, by builders.

COLOMBIAN—steel, screw, owners F. Leyland & Co., built by Caird & Co., Ltd., Greenock, 1898. R.T. 5,613, length 420·6, breadth 49·0, depth 21·9; engines, triple, by builders, I.H.P. 2,800, speed 12 knots; No. of pass. 38 first, electric light.

COLON—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach and Son, Chester, Pa., 1873. R.T. 2,686, length 280·0, breadth 40·0, depth 28·6; engines, compound, by builders.

COLORADO—steel, screw, owners Wilson Line, built by Earles, Ltd., 1887. R.T. 4,235, length 370·0, breadth 44·7, depth 28·4; engines, triple, by builders, speed 11 knots; No. of pass. 26 first, electric light.

COLUMBIA—steel, twin-screw, owners Anchor Line, built by D. & W. Henderson & Co., 1902. R.T. 8,400, length 500·0, breadth 56·0, depth 36·6; engines, triple, by builders, speed 16 knots.

COLUMBIAN—steel, screw, owners Wilsons and Furness-Leyland Line, built by Harland & Wolff, Ltd., Belfast, 1890. R.T. 5,088, length 442·6, breadth 45·2, depth 31·0; engines, triple, by builders.

COMMONWEALTH—steel, twin-screw, owners Lund's Blue Anchor Line, built by Barclay, Curle & Co., Glasgow, 1902. R.T. 6,500, length 450·3, breadth 52·3. depth 30·6; engines, triple, by builders, electric light.

COMRIE CASTLE—steel, twin-screw, owners Union-Castle Line, built by Barclay, Curle & Co., Ltd., 1903. R.T. 5,167, length 419·3, breadth, 50·25, depth 28·3; engines, triple, by builders, electric light.

CONCHO—steel, screw, owners Ward Line, built by Delaware River Co., Chester, U.S.A., 1891. R.T. 3,724, length 329·5, breadth 47·0, depth 21·2; engines, triple, by builders, electric light.

CONGELLA—iron, screw, owners Natal Line, built by W. Doxford and Sons, Sunderland. 1882. R.T. 1,603, length 255·0, breadth 34·6, depth 22·9; engines, triple, by G. Clark, Sunderland, I.H.P. 1,000, speed 10 knots; No. of pass. 12 first.

CONGO—steel, screw, owners British and African S.N. Co., built by Cunliffe & Dunlop, Port Glasgow, 1882. R.T 1,689, length 300·7, breadth 36·2, depth 19·6; engines, compound, by builders, I.H.P. 900, speed 10 knots; No. of pass. 26 first, 4 second..

CONSTANTIA—steel, screw, owners Hamburg-American Line, built by Barclay, Curle & Co., Ltd., Glasgow, 1890. R.T. 2,997, length 340·0, breadth 42·0, depth 26·3; engines, triple, by builders; electric light.

CONSUELO—steel, twin-screw, owners Wilson Line, built by Swan & Hunter, Ltd., 1900. R.T. 6,025, length 461·5, breadth 52·1, depth 31·1; engines, triple, by T. Richardson & Sons, Hartlepool, speed 12 knots; No. of pass. 13 first, electric light.

CONWAY—steel, twin-screw, owners Royal Mail Steam Packet Co., built by Sir Wm. Armstrong, Whitworth & Co., 1904. R.T. 2,666, length 328·0, breadth 43·9, depth 21·7; engines, triple, by Wallsend Slipway Company, Newcastle, speed 12 knots, electric light.

COOMASSIE—steel, screw, owners African S.S. Co., built by Naval Construction and Armaments Co., Barrow, 1890. R.T. 2,840, length 311·6, breadth 39·2, depth 24·7; engines, triple, by builders, I.H.P. 1,200, speed 10 knots; No. of pass. 37 first, 22 second, electric light.

CORCOVADO—steel, screw, owners Pacific Steam Navigation Company, built by C. S. Swan & Hunter, Newcastle, 1896. R.T. 4,568, length 390·0, breadth 47·2, depth 30·0; engines, triple, by Wallsend Slipway Co.

CORDILLÈRE—steel, screw, owners Messageries Maritimes, built by owners, 1895. R.T. 6,379, length 462·6, breadth 47·6, depth 36·1; engines, triple, by builders, I H.P. 6,000; electric light.

COREAN—iron, screw, owners Allan Line, built by W. Doxford and Sons, Sunderland, 1881. R.T. 3,488, length 360·1, breadth 41·0, depth 23·0; engines, compound, by builders.

CORFE CASTLE—steel, screw, owners Union-Castle Line, built by Barclay, Curle & Co., Glasgow, 1901. R.T. 4,592, length 401·0, breadth 48·6, depth 29·9; engines, triple, by builders, I.H.P. 2,500; electric light.

CORINTHIAN—steel, screw, owners Allan Line, built by Workman, Clark & Co., Ltd., Belfast, 1900. R.T. 6,227, length 430·0, breadth 54·2, depth 28·2; engines, triple, by builders.

CORINTHIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1902. R.T. 12,234, length 520·0, breadth 63·4, depth 45·0; engines, quadruple, by builders, I.H.P. 4,400, speed 12·5 knots; No. of pass. 170 first and second, 200 third.

CORNISHMAN—steel twin-screw, owners Dominion Line, built by Harland & Wolff, Ltd., Belfast, 1891. R.T. 5,749; length 460·8, breadth 49·1, depth 31·0; engines, triple, by builders, electric light.

COSTA RICA—steel, screw, owners Pacific Mail S.S. Co., built by Delaware River Co., Chester, Pa., 1891. R.T. 1,783, length 221·5, breadth 36·0, depth 19·3; engines, compound, by Hawks, Crawshy & Co., Gateshead.

COSTA RICAN—steel, screw, owners F. Leyland & Co., built by Harland & Wolff, Belfast, 1885. R.T. 3,251, length 360·6, breadth 41·2, depth 26·8; engines, compound, by builders, I.H.P. 1,800, speed 12 knots; No. of pass. 30 first.

CREFELD—steel, screw, owners Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1895. R.T. 3,829, length 355·5, breadth 43·7, depth 25·5; engines, triple, by builders, I.H.P. 1,800, electric light.

CREOLE PRINCE—steel, screw, owners Prince Line, built by Short Bros., Sunderland, 1893. R.T. 2,047, length 282·0, breadth 37·7, depth 14·9; engines, triple, by Blair & Co., Ltd., Stockton, speed 10 knots; No. of pass. 24 first, electric light.

CRETIC—steel, twin-screw, owners White Star Line, built by R. W. Hawthorn, Leslie & Co., Ltd., Newcastle-on-Tyne, 1902. R.T. 13,517, length 601·9, breadth 60·3, depth 38·3; engines, triple, by builders, I.H.P. 8,100, speed 15 knots; No of pass. 260 first, 250 second, 1,000 third.

CROATIA—steel, screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1888. R.T. 1,991, length 290·7, breadth 36·4, depth, 42·2; engines, triple, by builders; electric light.

CUBAN—steel, screw, owners F. Leyland & Co., built by Naval Construction & Armaments Co., Barrow, 1891. R.T. 4,202, length 360·0, breadth 43·2, depth 33·8; engines, triple, by builders, I.H.P. 1,860, speed 11 knots; No. of pass. 28 first, electric light.

CUFIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1895. R.T. 8,250, length 491·0, breadth 55·2, depth 35·9; engines, triple, by builders, I.H.P. 2,700, speed 11 knots.

CUTHBERT—steel, screw, owners Booth Line, built by R. W. Hawthorne, Leslie & Co., Newcastle-on-Tyne, 1906. G.T. 3,563, length 355·1, breadth 49·3, depth 23·95; engines, triple expansion, by builders, speed 11 knots; No. of pass. 16 first class, electric light.

CYMRIC—steel, twin-screw, owners, White Star Line, built by Harland & Wolff, Belfast, 1898. R.T. 12,646, length 585·5, breadth, 64·3, depth 37·0; engines, quadruple, by builders, I.H.P. 6,700, speed 15 knots; No. of pass. 100 first, electric light.

CZAR—steel, screw, owners Russian Steam Navigation Co., built by Armstrong, Mitchell, Newcastle, 1883. R.T. 2,242, length 319·0, breadth 37·0, depth 23·5; engines, triple, by Wallsend Slipway Co., electric light.

CZARITZA—steel, screw, owners Russian Steam Navigation Co., built by Tyne Iron Co., Newcastle, 1886. R.T. 2,875, length 347·0, breadth 38·7, depth 19·9; engines, triple, by Wigham, Richardson, Newcastle, electric light.

DACIA—steel, screw, owners Hamburg-American Line, built by Swan & Hunter & Co., Ltd., Newcastle-on-Tyne, 1900. R.T. 3,470, length 335·4, breadth 48·1, depth 24·5; engines, triple, by T. Richardson & Co.; electric light.

DAGMAR—steel, screw, owners Norddeutscher Lloyd, built by R. Craggs & Sons, Middlesbro', 1896. R.T. 1,457, length 245·0 breadth 36·7, depth 12·3; engines, triple, by builders, I.H.P. 900.

DAHOMEY—steel, screw, owners African Steamship Co., built by Sir R. Dixon & Co., Ltd., Middlesbro', 1891. R.T. 2,854, length 312·0 breadth 40·0, depth 27·5; engines, triple, by T. Richardson & Son.

DALMATIA—steel, twin-screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1892. R.T. 3,317, length, 320·0, breadth 43·0, depth 24·55; engines, triple, by builders, I.H.P. 1,700, speed 10 knots; electric light.

DAMASCUS—steel, screw, managers Geo. Thompson & Co., Ltd., built by R. Napier & Sons, Glasgow, 1887. R.T. 3,609, length 362·0. breadth 44·3, depth 31·6; engines, triple, by builders, I.H.P. 3,000 speed 13 knots; No. of pass. 42 first, electric light.

DANUBE—steel, screw, owners Royal Mail Steam Packet Co., built by J. & G. Thomson, Glasgow, 1893. R.T. 5,946, length 420·0, breadth 52·0, depth 33·5; engines, triple, by builders.

DARIEN—steel, screw, owners F. Leyland & Co., built by Barclay, Curle & Co., Glasgow, 1888. R.T. 3,362, length 370·0, breadth 41·2, depth 27·0; engines, triple, by builders, I.H.P. 1,850, speed 12 knots; No. of pass. 30 first.

DARMSTADT—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Glasgow, 1890. R.T. 5,012, length 415·0, breadth 48·0, depth 31·3; engines, triple, by builders, I.H.P. 3,200, speed 13 knots; No. of pass. 42 first, 36 second, electric light.

DEGAMA—steel, screw, owners Elder, Dempster Shipping, Ltd., built by Furness, Withy & Co., West Hartlepool, 1899. R.T. 3,507, length 337·6, breadth 45·3, depth 28·5; engines, triple, by T. Richardson and Sons, Hartlepool.

DELHI—steel, twin-screw, owners P. & O. Co., built by Caird & Co., Ltd., Greenock, 1905. R.T. 8,090, length 470·0, breadth, 56·2, depth 32·0; engines, quadruple, by builders, I.H.P. 8,000, speed 16 knots; No. of pass. 163 first, 80 second, electric light.

DELI—steel, screw, owners Norddeutscher Lloyd, built by Act. Ges. Weser, Bremen, 1899. R.T. 1,394, length 257·0, breadth 35·6, depth 13·6; engines, triple, by builders, I.H.P. 1,130, electric light.

DELPHIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1897. R.T. 8,273, length 475·9, breadth 55·0, depth 35·9; engines, triple, by builders, I.H.P. 2,750, speed 11½ knots; No. of pass. steerage only, electric light.

DELTA—steel, twin-screw, owners P. & O. Co., built by Workman, Clark & Co., Ltd., Belfast, 1905. R.T. 8,053, length 470·3, breadth 56.7, depth 31.8; engines, quadruple, by builders, I.H.P. 8,000, speed 16 knots; No. of pass. 163 first, 80 second, electric light.

DELTA—steel, screw, owners Imperial Direct West India Mail Service, built by C. S. Swan & Hunter, Ltd., Newcastle, 1900. R.T. 580, length 195·0, breadth 28·1, depth 12·5; engines, compound, by J P. Rennoldson, & Sons, South Shields.

DENBIGHSHIRE—steel, screw, owners Shire Line, built by Sunderland Shipbuilding Co., 1899. R.T. 3,844, length 356·0, breadth 45·2, depth 26·5; engines, triple, by North Eastern Marine Engineering Co., Sunderland; No. of pass 12 first, electric light.

DENDERAH—steel, screw, owners Kosmos Steamship Co., built by Flensburger Schiffsh. Ges , Flensburg, 1892. R.T. 3,066, length 322·6, breadth 40·2, depth 24·5; engines, triple, by Flensburger Schiffsh. Ges., Flensburg, I.H.P. 1,200, speed 10 knots: No. of pass. 16 first, 30 third.

DERBYSHIRE—steel, twin-screw, owners Bibby Line, built by Harland & Wolff, Belfast, 1897. R.T. 6,635, length 44·5, breadth 52·2, depth 29·9; engines, triple, by builders, I.H.P. 5,000, speed 14 knots; No. of pass. 140 first, electric light.

DEUTSCHLAND—steel, twin-screw, owners Hamburg-American Line, built by Vulcan Shipbuilding Co., Stettin, 1900. R.T. 16,502, length, 662·7, breadth 67·0, depth 40·8; engines, quadruple, by builders; electric light.

DEVANHA—steel, twin-screw, owners P. & O. Co., built by Caird & Co., Greenock, 1906. R.T. 8,092, length 470·0, breadth 56·2, depth 32·0; engines, triple, by builders, I.H.P. 8,000, speed 16 knots.

DEVAWONGSE—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Ltd., Glasgow, 1888. R.T. 1,643, length 270·5, breadth 37·0, depth 21·8; engines, triple, by builders, I.H.P. 1,200; electric light.

DEVONIAN—steel, screw, owners Leyland Line, built by Harland and Wolff, Ltd., Belfast, 1900. R.T. 10,405, length 552·0, breadth 59·0, depth 41·0; engines, triple, by builders.

DIEPPE—steel, triple-screw, owners, L.B. & S.C. Ry., built by the Fairfield Shipbuilding Co., Glasgow, 1905. R.T. 1,215, length 282·0, breadth 34·8, depth 14·5, engines, steam turbines, speed 21 knots.

DILWARA—steel, screw, owners British India Co., built by A. & J. Inglis, Glasgow, 1891. R.T. 5,441, length 425·4, breadth 48·2, depth 30·6; engines, triple, by builders, speed 14 knots; No. of pass. 76 first, 32 second, electric light.

DJEMNAH—iron, screw, owners Messageries Maritimes, built by Messageries Maritimes, La Ciotat, 1875. R.T. 3,785, length 394·6, breadth 39·7, depth 32·8; engines, compound, by builders, I.H.P 2,900, electric light.

DODO—iron, screw, owners British and African S.N. Co., built by Cunliffe & Dunlop, Port Glasgow, 1874. R.T. 351, length 195·8, breadth 25·2, depth 12·3; engines, compound, by builders, I.H.P. 300, speed 8 knots.

DOM BALDUINO—iron, screw, owners Florio Rubattino, built by Palmer's Co., Ltd., Newcastle, 1882. R.T. 4,580, length 400·3, breadth 44·6, depth 31·2; engines, compound, by builders, I.H.P. 3,555, speed 14 knots; No. of pass. 84 first, 40 second, electric light.

DOMINIC—steel, screw, owners Booth Line, built by Barclay, Curle & Co., Glasgow, 1906. G.T. 2,966, length 322, breadth 42·3, depth 25·6; engines, triple expansion, speed 10 knots, electric light.

DOMINION—steel, twin-screw, owners Dominion Line, built by Harland & Wolff, Belfast, 1894. R.T. 6,618, length 445·5, breadth 50·2, depth 29·9; engines, triple, by builders, electric light.

DONGOLA—steel, twin-screw, owners P. & O. Co., built by Barclay, Curle & Co., Ltd., Glasgow, 1905. R.T. 8,038, length 470·0, breadth 56·2, depth 31·8; engines, quadruple, by builders, I.H.P. 8,000, speed 16 knots; No. of pass. 163 first, 80 second, electric light.

DORDOGNE—steel, screw, owners Messageries Maritimes, built by Forges & Cie. de la Med., 1889. R.T. 3,806, length 371·4, breadth 43·0, depth 34·4; engines, triple, by builders, I.H.P. 2,200.

DOURO—steel, screw, owners Messageries Maritimes, built by owners, 1889. R.T. 2,724, length 337·9, breadth 38·1, depth 25·6; engines, triple, by Forges & Cie. de la Med., I.H.P. 1,400, electric light.

DOVER CASTLE—steel, twin-screw, owners Union Castle Line, built by Barclay, Curle & Co., Ltd., 1904. R.T. 8,260, length 476·4, breadth 56·14, depth 31·95; engines, quadruple, by builders, electric light; No. of pass. 220 first. First and third class only.

DRAYTON GRANGE—steel, twin-screw, owners Houlder Line, built by Workman, Clark & Co., Ltd., Belfast, 1901. R.T. 6,500, length 450·0, breadth 55·0, depth 33·4; engines, triple, by builders, I.H.P. 3,500, speed 13 knots; No. of pass. 25 first, 15 second, electric light.

DRESDEN—steel, twin-screw, owners Great Eastern Railway built by Earle, Hull, 1897. R.T. 1,839, length 302·1, breadth 38·1, depth 16·3; engines, triple, by builders.

DUNERA—steel, screw, owners British India Co., built by A. & J. Inglis, Glasgow, 1891. R.T. 5,413, length 425·4, breadth 48·2, depth 30·6; engines, triple, by builders, speed 14 knots; No. of pass. 76 first, 32 second, electric light.

DUNLUCE CASTLE—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Ltd., Belfast, 1904. R.T. 8,114, length 475·5, breadth 56·9, depth 31·7; engines, quadruple, by builders, electric light; No. of pass. 210 first. First and third class passengers only.

DUNOTTAR CASTLE—steel, screw, owners Union-Castle Line, built by Fairfield Co., Ltd., Glasgow, 1890. R.T. 5,625, length 420·0, breadth 49·8, depth 33·2; engines, triple, by builders, I.H.P. 7,000; No. of pass. 160 first, 120 second, electric light.

DUNSTAN—steel, screw, owners Booth Line, built by Barclay, Curle & Co., Glasgow, 1896. R T. 2,966, length 322·0, breadth 42·3 depth 16·9; engines, triple, by builders.

DUNVEGAN CASTLE—steel, screw, owners Union-Castle Line, built by Fairfield Co., Ltd., Glasgow, 1896. R.T. 5,958. length 450·5, breadth 50·9, depth 31·7; engines, triple, by builders, I.H.P. 8,000, No. of pass. 200 first, 170 second, electric light.

DUPLEIX—steel, screw, owners Messageries Maritimes, built by Forges & Cie. de la Med., 1897. R.T. 2,546, length 320·7, breadth 39·4, depth 24·9; engines, triple, by builders, I.H.P. 2,200, electric light.

DURHAM CASTLE—steel, twin-screw, owners Union-Castle Line, built by Fairfield Shipbuilding & Engineering Co., Ltd., 1904. R.T. 8,216, length 475·40, breadth 56·75, depth 31·6; engines, quadruple, by builders, electric light; No. of pass. 220 first. First and third class only.

ECUADOR—steel, screw, owners Pacific Steam Navigation Company, built by Laird Bros., Birkenhead, 1881. R.T. 1,768, length 300·0, breadth 36·2, depth 19·3; engines, compound, by builders.

EDEN—iron, screw, owners Royal Mail Steam Packet Co., built by Barrow Shipbuilding Co., 1882. R.T. 2,145, length 309·5, breadth 36·2, depth 16·7; engines, compound, by builders, I.H.P. 2,028, speed 9 knots; No. of pass. 96 first, 19 second, electric light.

EDFU—steel, twin-screw, owners Kosmos Steamship Co., built by Blohm & Voss, Hamburg, 1903. R.T. 5,983, length 410·8, breadth 50·9, depth 28·5; engines, triple, by Blohm & Voss, speed 11 knots, electric light; No. of pass. 30 first, 20 second, 44 third.

EDUARD BOHLEN—steel, screw, owners Woermann Line, built by Blohm and Voss, Hamburg, 1891. R.T. 2,442, length 311·3, breadth 37·7, depth 26·0; engines, triple, by builders, I.H.P. 1,400, speed 11½ knots; No. of pass. 32 first, 14 second, electric light.

EGGA—steel, twin-screw, owners African Steam Navigation Co., built by the Londonderry S.B. & E. Co., Londonderry, 1901. R.T. 1,445, length 219·8, breadth 36·2, depth 16·1; engines, compound, by Mackie & Baxter, Glasgow.

EGYPT—steel, screw, owners P. & O. Company; built by Caird and Co., Greenock, 1897. R.T. 7,920, length 499·7, breadth 54·0, depth 36·7; engines, triple, by builders, I.H.P. 11,000, speed 18 knots; No. of pass. 314 first, 212 second, electric light.

EIDER—steel, twin-screw, owners Royal Mail Steam Packet Co., built by Campbeltown S-B. Company, 1900. R.T. 1,236, length 230·5, breadth 32·7, depth 16·4; engines, triple, by Hutson & Sons, Ltd., Glasgow, speed 10 knots, electric light.

EKURO—steel, screw, owners British & African S. N. Co., built by C. S. Swan & Hunter, Newcastle, 1896. R.T. 485, length 185·6, breadth 26·1, depth 11·2 engines, compound, by J. P. Rennoldson & Co.

ELDORADO—owners Wilson Line, built by Earle's Shipbuilding Co., Hull, 1886. R T. 1,514, length 267·6, breadth 33·2, depth 15·7; engines, triple, by builders, speed 15 knots, electric light.

ELKAB—steel, twin-screw, owners Kosmos Steamship Co., built by Blohm & Voss, Hamburg, 1904. R.T. 5,900, length 410·0, breadth 50·5, depth 28·6; engines, quadruple, by builders, speed 12 knots, electric light; No. of pass. 30 first, 20 second, 44 third.

ELLA WOERMANN—iron, screw, owners Woermann Line, built by Blohm and Voss, Hamburg, 1883. R.T. 1,666, length 271·3, breadth 34·8, depth 21·2; engines, compound, by builders, I.H.P. 700, speed 9½ knots; No. of pass. 15 first, 6 second.

ELMINA—steel, screw, owners African S.S. Co., built by Harland and Wolff, Belfast, 1885. R.T. 1,764, length 300·5, breadth 36·2, depth 19·8; engines, compound, by builders, I.H.P. 700, speed 9½ knots; No. of pass. 9 first, electric light.

ELSTREE GRANGE—steel, screw, owners Houlder Line, built by Short Bros., Sunderland, 1892. R.T. 3,930, length 365·0, breadth 45·0, depth 30·0; engines, triple, by G. Clark, Ld., Sunderland, I.H.P. 1,500, speed 12 knots; No. of pass. 8 to 10 first, 8 second, electric light.

EMPEROR NICOLAS II.—steel, screw, owners Russian Steam Navigation Co., built by W. Denny Bros. & Co., Dumbarton, 1895. R.T. 4,071, length 371·2, breadth 45·1, depth 27·5; engines, triple, by builders, electric light.

EMPRESS OF BRITAIN—steel, twin-screw, owners Canadian Pacific Railway, built by Fairfield Shipbuilding and Engineering Co., Govan, 1906. R.T. 14,500, length 550·0, breadth 65·0, depth 40·0; engines, quadruple, by builders, electric light.

EMPRESS OF CHINA—steel, twin-screw, owners Canadian Pacific Railway, built by Naval Construction and Armaments Co., Barrow, 1891. R.T. 5,947, length 455·6, breadth 51·2, depth 36·0; engines, triple, by builders, I H.P. 10,000, speed 19 knots; No. of pass. 198 first, electric light.

EMPRESS OF INDIA—steel, twin-screw, owners Canadian Pacific Railway, built by Naval Construction and Armaments Co., Barrow, 1891. R.T. 5,934, length 455·6, breadth 51·2, depth 33·1; engines, triple, by builders, I.H.P. 10,000, speed 19 knots; No. of pass. 198 first, electric light.

EMPRESS OF IRELAND—steel, twin-screw, owners Canadian Pacific Railway, built by Fairfield Shipbuilding and Engineering Co., Govan, 1906. R.T. 14,500, length 550·0, breadth 65·0, depth 40·0; engines, quadruple, by builders.

EMPRESS OF JAPAN—steel, twin-screw, owners Canadian Pacific Railway, built by Naval Construction and Armaments Co., Barrow, 1891. R.T. 5,940, length 455·6, breadth 51·2, depth 33·1; engines, triple, by builders, I.H.P. 10,000, speed 19 knots; No. of pass. 198 first, electric light.

ENGLISHMAN—steel, twin-screw, owners Dominion Line, built by Harland & Wolff, Ltd., 1891. R.T. 6,336, length 430·0, breadth 470, depth 37·9; engines, triple, by builders, electric light.

ERLANGEN—steel, twin-screw, owners Norddeutscher Lloyd, built by Vulkan Co., Bremen, 1902. R.T. 5,285, length 378·3, breadth 47·5, depth 26·8; engines, triple, by builders, electric light.

ERNEST SIMONS—steel, screw, owners Messageries Maritimes, built by owners, 1893. R.T. 4,562, length 442·9, breadth 47·1, depth 36·7; engines, triple, by builders, I.H.P. 6,000, electric light.

ERNST WOERMANN—steel, screw, owners Woermann Line, built by J. J. Dunlop & Co., Glasgow, 1900. R.T. 4,065, length 338·2, breadth 44·0, depth 26·7; engines, triple, by builders; electric light.

ESK—iron, screw, owners Royal Mail Steam Packet Co., built by Barrow Shipbuilding Co., 1882. R.T. 2,145, length 309·5, breadth 36·2, depth 16·7; engines, compound, by builders, I.H.P. 2,028, speed 9 knots; No. of pass. 96 first, 19 second, electric light.

ESNE—steel, twin-screw, owners Kosmos Steamship Co., built by Blohm & Voss, Hamburg, 1904. R.T. 5,900, length 410·0, breadth 50·5, depth 28·6; engines, quadruple, by builders, speed 11 knots, electric light; No. of pass. 30 first, 20 second, 44 third.

ETHIOPIA—iron, screw, owners Anchor Line, built by A. Stephens and Sons, Glasgow, 1873. Length 402·0, breadth 40·0, depth 33·0; engines, compound, by builders, I.H.P. 2,200, speed 13 knots.

ETHIOPIA—steel, screw, owners African S.S. Co., built by R. Dixon & Co., Middlesbro', 1891. R.T. 2,523, length 297·0, breadth 93.8, depth 18·8; engines, triple, by N.E. Marine Engineering Co., Sunderland, I.H.P. 1,000, speed 9½ knots.

ETOLIA—iron and steel, screw, owners African S.S. Co., built by Harland & Wolff, Belfast, 1887. R.T. 3,270, length 345·6, breadth 40·9, depth 26·7; engines, triple, by builders, I.H.P. 1,700, speed 10½ knots, electric light.

ETRURIA—steel, screw, owners Hamburg-American Line, built by Craig, Taylor & Co., Stockton, 1899. R.T. 4,440, length 265·3, breadth 35·2, depth 13·4; engines, triple, by T. Richardson & Co., electric light.

ETRURIA—steel, screw, owners Cunard Line, built by J. Elder and Co., Glasgow, 1884. R.T. 8,120, length 501·6, breadth 57·2, depth 38·2; engines, compound, by builders, I.H.P. 15,000, speed 20 knots; No. of pass. 400 first, 200 second, 500 third, electric light.

EUROPEAN—steel, twin-screw, owners F. Leyland & Co., built by Harland & Wolff, Belfast, 1896. R.T. 8,194, length 475·9, breadth 55·2, depth 35·9; engines, triple, by builders, I.H.P. 2,650, speed 10 knots; No. of pass. 5 first, electric light.

EVERTON GRANGE—steel, twin-screw, owners Houlder Line, Ltd., built by Furness, Withy & Co., 1903. R.T. 7,143, length 475·0, breadth 56·0, depth 35·6; engines, triple, by Richardson, Westgarth and Co., Ltd., speed 12 knots, electric light.

EXPRESS—iron, twin-screw, owners Anchor Line, built by D. & W. Henderson, Glasgow, 1880. R.T. 306, length 150·0. breadth 25·1, depth 10·7; engines, compound, by builders.

FALKE—steel, screw, owners Argo S.S. Co., built by Stettin Shipbuilding Co., Stettin, 1894. R.T. 1,025, length 213·2, breadth 30·0, depth 16·2; engines, triple, by builders, speed 12 knots; No. of pass. 20 first, 35 second.

FANTEE—steel, screw, owners British & African S. N. Co., built by Barclay, Curle & Co., Glasgow, 1899. R.T. 3,649, length 345·0, breadth 44·0, depth 14·2; engines, triple, by builders, electric light.

FELDMARSCHALL—steel, twin-screw, owners Deutsche Ost-Afrika Linie, built by Reiherstieg Schiffsw., Hamburg, 1903. R.T. 6,000, length 415·0, breadth 50·0, depth 31·0; engines, triple, by builders, speed 14 knots; No. of pass. 113 first, 75 second, 80 third, electric light.

FENNIA—steel, screw, owners Wasa S.S. Co., built by Murdoch and Murray, Port Glasgow, 1897. R.T. 1,224, length 230·0, breadth 33·0, depth 16·3, engines, triple, by J. G. Kincaid & Co., Greenock, speed 10 knots; No. of pass. 10 first, electric light.

FINLAND—steel, twin-screw, owners Red Star Line, built by W. Cramp & Son, Philadelphia, 1902. R.T. 12,000, length 580 0, breadth 60·0, depth 43·2; engines, triple, by builders.

FITZCLARENCE—steel, screw, owners T. Ronaldson & Co., built by Tyne Iron S.B. Co., Ltd., Newcastle, 1897. R.T. 4,034, length 365·0, breadth 47·0, depth 27·0; engines, triple, by N.E. Marine Co., Ltd., Newcastle.

FLANDRIA—steel, screw, owners Hamburg-American Line, built by R. Reiherst Shipbuilding Co., Hamburg, 1888. R.T. 2,040, length 291·7, breadth 36·4, depth 22·2; engines, triple, by builders, electric light.

FLINTSHIRE—steel, screw, owners Shire Line, built by Sunderland Shipbuilding Co., 1896. R.T. 3,815, length 364·0, breadth 45·2, depth 19·9; engines, triple, by N.E. Marine Engineering Co., Ltd., Sunderland; No. of pass. 12 first.

FLORIDIAN—iron, screw, owners F. Leyland & Co., built by Harland & Wolff, Belfast, 1884. R.T. 3,257, length 360·7, breadth 41·2, depth 26·9; engines, compound, by builders, I.H.P. 1,790, speed 12 knots; No. of pass. 30 first.

FLUMINENSE—steel, screw, owners Booth Line, built by Palmers' Co., Newcastle, 1891. R.T. 2,154, length 302·0, breadth 38·4, depth 15·3; engines, triple, by builders, electric light.

FORELLE—iron, paddle, owners Norddeutscher Lloyd, built by H. F. Ulriches, Vegesack, 1878. R.T. 298, length 201·1, breadth 20·2, depth 9·0; engines, compound.

FORMOSA—steel, screw, owners P. & O. Company, built by Naval Construction & Armaments Co., Ltd., Barrow, 1892. R.T. 4,045, length 385·0, breadth 45·2, depth 28·0; engines, triple, by builders, I.H.P. 3,000, speed 13 knots; No. of pass. 30 first, electric light.

FORT SALISBURY—steel, screw, owners Bucknall S.S. Lines, built by Armstrong, Mitchell & Co., Ltd., Newcastle, 1895. R.T. 4,404, length 360·0, breadth 47·0, depth 27·8; engines triple, by R. & W. Hawthorn, Leslie & Co., Ltd., Newcastle.

FRANKFURT—steel, screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg, Ges., 1899. R.T. 7,500, length 429·0, breadth 54·3, depth 39·4; engines, triple, by builders, electric light.

FREIBURG—steel, screw, owners, Norddeutscher Lloyd, built by Furness, Withy & Co., Ltd., West Hartlepool, 1900. R.T. 5,965, length 400·2, breadth 52·0, depth 29·2; engines, triple, by builders I.H.P. 2,700; electric light.

FRIEDRICH DER GROSSE—steel, twin-screw, owners, Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1896. R.T. 10,536, length 523·0, breadth 60·0, depth 34·8; engines, quadruple, by builders, I.H.P. 7,000, speed 16 knots; No. of pass. 190 first, 112 second, electric light.

FRISIA—steel, screw, owners Hamburg-American Line, built by Armstrong, Mitchell & Co., Newcastle, 1895. R.T. 3,738, length 340·0, breadth 44·0, depth 25·6; engines, triple, by Wallsend Slipway Co., Ltd., electric light.

FURNESSIA—iron, screw, owners Anchor Line, built by Barrow Shipbuilding Co., Ltd., 1880. R.T. 5,495, length 445·1, breadth 44·8, depth 34·5; engines, triple, by D. & W. Henderson, Glasgow.

GAIKA—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Belfast, 1897. R.T. 6,287, length 430·0, breadth 52·2, depth 30·5; engines, triple, by builders; No. of pass. 70 first, 110 second, electric light.

GALATA—steel, screw, owners Deutsche Levante Line, built by Reiherst'g Schiffsw., Hamburg, 1891. R.T. 2,557, length 321·5, breadth 40·0, depth 23·5; engines, triple, by builders.

GALEKA—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Belfast, 1899. R.T. 6,767, length 440·0, breadth 53·0, depth 33·6; engines, triple, by builders; No. of pass. 90 first, 120 second, electric light.

GALICIA—steel, screw, owners Hamburg-American Line, built by J. Laing, Sunderland, 1889. R.T. 2,860, length 326·6, breadth 41 1, depth 18·5; engines, triple, by G. Clark, Sunderland, electric light.

GALICIA—steel, twin-screw, owners Pacific Steam Navigation Co., built by Wigham, Richardson & Co., Newcastle, 1901. R.T. 5,896, length 400·5, breadth 50·3, depth 33·3; engines, triple, by builders.

GALICIAN—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Ltd., Belfast, 1900. R.T. 6,757, length 440·3, breadth 53·2, depth 33·6; engines, triple, by builders. No. of pass. 90 first, 120 second.

GASCON—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Ltd., Belfast, 1897. R.T. 6,288, length 430·0, breadth 52·2, depth 33·0; engines, triple, by builders; No. of pass. 78 first, 118 second, electric light.

GEELONG—steel, twin-screw, owners Lund's Blue Anchor Line, built by Barclay, Curle & Co., Glasgow, 1904. R.T. 7,954, length 466·0 breadth 54·6, depth 38·6; engines, triple, by builders.

GENERAL—steel, screw, owners Deutsche Ost-Afrika-Linie, built by Armstrong, Mitchell & Co., Ltd., Newcastle, 1890. R.T. 2,361, length 300·0, breadth 41·0, depth 21·7; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, I.H.P. 1,400, speed 11½ knots; No. of pass. 26 first, 16 second, 40 third, electric light.

GEORGIA—steel, screw, owners Hamburg-American Line, built by Barclay, Curle & Co., Ltd., Glasgow, 1891. R.T. 3,143, length 331·0, breadth 41·1, depth 19·2; engines, triple, by builders, electric light.

GEORGIAN—steel, screw, owners Leyland Line, built by Harland and Wolff, Belfast, 1890. R.T. 5,088, length 442·6, breadth 45·2 depth 31·0; engines, triple, by builders.

GEORGIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1895. R.T. 10,077, length 558·7, breadth 60·3, depth 36·0; engines, triple, by builders, I.H.P. 4,200, speed 13 knots; electric light.

GERA—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Glasgow, 1890. R.T. 5,005, length 415·0, breadth 48·0, depth 31·3; engines, triple, by builders, I.H.P. 3,200, speed 13 knots; No. of pass. 42 first, 36 second, electric light.

GERMAN—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Ltd., Belfast, 1898. R.T. 6,763, length 440·3, breadth 53·2, depth 33·0; engines, triple, by builders; No. of pass. 99 first, 126 second, electric light.

GLENAVON—steel, screw, owners , built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, 1904. R.T. 4,262, length 374·7, breadth 46·6, depth 27·7; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, electric light.

GLENEARN—steel, screw, owners , built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, 1905. R.T. 4,461, length 381·6, breadth 47·5, depth 28.2; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, electric light.

GLENESK—steel, screw, owners Glen Line, built by R. Stephenson and Co., Newcastle, 1891. R.T. 3,524, length 340·5, breadth 43·0, depth 26·5; engines, triple, by builders.

GLENFARG—steel, screw, owners Glen Line, built by London and Glasgow Co., Glasgow, 1894. R.T. 3,647, length 360·0, breadth 44·0 depth 27·9; engines, triple, by builders, electric light.

GLENLOCHY—steel, screw, owners Glen Line, built by London and Glasgow Co., Glasgow, 1896. R.T. 4,654, length 400·0, breadth 49·2, depth 29·6; engines, triple, by builders, electric light.

GLENLOGAN—steel, screw, owners Glen Line, built by Workman, Clark & Co., Belfast, 1896. R.T. 5,742, length 420·0, breadth 54·1, depth 29·4; engines, triple, by builders, speed 11 knots; No. of pass. 40 first, electric light.

GLENSTRAE—steel, screw, owners Glen Line, built by Hawthorn, Leslie & Co., Ltd., Newcastle, 1903. R.T. 4,718, length 400·0, breadth 49·3, depth 28·2; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, electric light.

GLENTURRET—steel, screw, owners Glen Line, built by London and Glasgow Eng. Co., Glasgow, 1896. R.T. 4,696, length 400·0, breadth 49·2, depth 29·6; engines, triple, by builders; speed 13 knots, electric light

GLENROY—steel, screw, owners Glen Line, built by Londo and Glasgow Co., Glasgow, 1901. R.T. 4,901, length 400·9, breadth 49·2, depth 29·2; engines, triple, by builders, electric light, speed 12 knots.

GNEISENAU—steel, twin-screw, owners Norddeutscher Lloyd, built by the Vulkan Co., Stettin, 1903. R.T. 8,000, length 442·6, breadth 55·4, depth 36·1, engines, triple, by builders, I.H.P. 5,000.

GOEBEN—steel, twin-screw, owners Norddeutscher Lloyd, built by Actien-Gesellschaft "Weser," 1906. R.T. 9,000, length 474·75, breadth 56·9, depth 39.0; engines, triple, by builders, I.H.P. 6,500, electric light.

GOLCONDA—steel, screw, owners British India Co., built by W Doxford & Sons, Sunderland, 1887. R.T. 5,874, length 422·0, breadth 48·1, depth 24·0; engines, triple, by builders, speed 13½ knots; No. of pass. 78 first, 24 second, electric light.

GOOLISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by W. Gray & Co., West Hartlepool, 1898. R.T. 2,746, length 300·0, breadth 43·1, depth 18·3; engines, triple, by Central Manufacturing Engineering Works, West Hartlepool.

GOORKHA—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Belfast, 1897. R.T. 6,287, length 430·0, breadth 52·0, depth 33·0; engines, triple, by builders; No. of pass. 78 first, 118 second, electric light.

GOORKHA—steel, screw, owners British India Co., built by W. Denny & Bros., Dumbarton, 1882. R.T. 4,107, length 390·0, breadth 42·2, depth 21·6; engines compound, by builders, speed 12½ knots; No. of pass. 75 first, 34 second, electric light.

GORDON CASTLE—steel, screw, owners Union-Castle Line, built by Charles Connel, Ltd., Glasgow, 1901. R.T. 4,406, length 385·0, breadth 50·0, depth 29·0; engines, triple, by builders I.H.P. 2,500, electric light.

GORJISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by W. Gray & Co., Ltd., West Hartlepool, 1900. R.T. 3,261, length 350·0, breadth 45·1, depth 16·3; engines, triple, by builders.

GOTH—steel, twin-screw, owners Union-Castle Line, built by Harland and Wolff, Ltd., Belfast, 1893. R.T. 4,738, length 400·5, breadth 47·2, depth 31·0; engines, triple, by builders; No. of pass. 40 first, 50 second, electric light.

GOTHIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1893. R.T. 7,755, length 490·7, breadth 53·2, depth 33·5; engines, triple, by builders, I.H.P. 4,400, speed 15 knots; No. of pass. 120 first, electric light.

GOUVERNEUR—steel, screw, owners Deutsche Ost-Afrika Linie, built by Reiherstieg, Schiffswerfte & Maschinenfabrik. 1900. R.T. 3,336, length 320·0, breadth 40·0; engines, triple, by builders; I.H.P. 1,400, speed 11 knots; No. of pass. 45 first, 42 second, electric light.

GRAF WALDERSEE—steel, twin-screw, owners Hamburg American Line, built by Blohm & Voss, Hamburg, 1898. R.T. 13,193, length 561·2, breadth 62·2, depth 37·7; engines, quadruple, by builders, electric light.

GRANADA—steel, screw, owners Hamburg-American Line, built by J. Priestman & Co., Sunderland, 1899. R.T. 5,125, length 397·0, breadth 52·2, depth 28·0; engines, triple, by T. Richardson & Co., Ltd., electric light.

GRAND DUCHESS XENIA—steel, screw, owners Russian Steam Navigation Co., built by Hawthorn, Leslie, Newcastle, 1896. R.T. 1,978, length 290·0, breadth 37·0, depth 16·9; engines, triple, by builders, electric light.

GRAND DUKE ALEXIS—steel, screw, owners Russian Steam Navigation Co., built by Hawthorn, Leslie & Co., Newcastle, 1890. R.T. 1870, length 294·4, breadth 36·9, depth 17·0; engines, triple, by builders, electric light.

GRAND DUKE CONSTANTINE—steel, screw, owners Russian Steam Navigation Co., built by Hawthorn, Leslie, Newcastle, 1892. R.T. 1,947, length 295·0, breadth 37·2, depth 17·0; engines, triple, by builders, electric light.

GRANGENSE—steel, screw, owners Booth Line, built by Palmers' Co., Newcastle, 1892. R.T. 2,162, length 302·0, breadth 38·4, depth 15·3; engines, triple, by builders, electric light.

GREENBRIER — steel, screw, owners Elders & Fyffes, Ltd., built by Furness, Withy & Co., West Hartlepool, 1893. R.T. 3,332, length 345·0, breadth 41·2, depth 18·6; engines, triple, by T. Richardson & Sons, Hartlepool, electric light, speed 11 knots; No. of pass. 6 first.

GREGORY—steel, twin-screw, owners Booth Line, built by Palmers' Shipbuilding Co., Newcastle-on-Tyne, 1891. R.T. 2,030, length 265·0, breadth 40·0, depth 22·0; engines, triple, by builders, speed 10 knots.

GRETCHEN BOHLEN—steel, screw, owners Woermann Line, built by Wigham, Richardson & Co., Newcastle, 1890. R.T. 1,294, length 230·0, breadth 32·0, depth 23·5; engines, triple, by builders, I.H.P. 600, speed 9½ knots; No. of pass. 4 first.

GROSSER KURFÜRST—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Danzig, 1899. R.T. 13,182, length 560·6, breadth 62·3, depth 35·9; engines, quadruple, by builders, I.H.P. 9,700, electric light.

GROTIUS—building for the Nederland S.S. Co.

GUADIANA—steel, screw, owners Messageries Maritimes, built by Forges & Cie. de la Med., 1888. R.T. 2,614, length 334·6, breadth 37·7, depth 29·4; engines, triple, by builders, I.H.P. 1,400, electric light.

GUATEMALA—steel, twin-screw, owners Pacific Steam Nav. Co., built by Caird & Co., Greenock, 1899. R.T. 3,335, length 359·0, breadth 43·0; engines, triple, by builders.

GUELPH—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Belfast, 1894. R.T. 4,917, length 400·5, breadth 47·3, depth 31·0; engines, triple, by builders; No. of pass. 50 first, 90 second, electric light.

HAKATA MARU—steel, twin-screw, owners Japan Line, built by D. & W. Henderson & Co., Glasgow, 1897. R.T. 5,811, length 445·0, breadth 49·4, depth 30·5; engines, triple, by builders, speed 14 knots; No. of pass. 24 first, 20 second, electric light.

HALLE—steel, screw, owners Norddeutscher Lloyd, built by Germaniawerft, Kiel, 1895. R.T. 3,960, length 355·1, breadth 43·5, depth 25·6; engines, triple, by Germania Co., Berlin, I.H.P. 1,800, electric light.

HAMBURG—steel, twin-screw, owners Hamburg-American Line, built by Vulcan Shipbuilding Co., Stettin, 1899. R.T. 10,600, length 499·3, breadth 60·1, depth 34·5; engines, quadruple, by builders, electric light

HANNOVER—steel, screw, owners Norddeutscher Lloyd, built by Wigham, Richardson & Co. Newcastle, 1899. R.T. 7,540, length 430·3, breadth 54·3, depth 39·5 ; engines, quadruple, by builders, electric light.

HANS WOERMANN—steel, screw, owners Woermann Line, built by D. J. Dunlop & Co., Glasgow, 1900. R.T. 4,059, length 341·8, breadth, 44·3, depth 26·7 ; engines, triple, by builders, electric light.

HATHOR—steel, screw, owners Kosmos Line, built by Wigham, Richardson & Co., Newcastle, 1895. R.T. 3,647, length 340·5, breadth 44·3, depth 25·0 ; engines, quadruple, by builders, I.H.P. 1,400, speed 11 knots ; No. of pass. under 18 first, under 10 second, electric light.

HAVANA—steel, twin-screw, owners Ward Line, built by N. Cramp & Sons, Philadelphia, 1898. R.T. 5,667, length 360·0, breadth 50·0, depth 32·2 ; engines, triple, by builders, electric light.

HAVERFORD—steel, twin-screw, owners American Line, built by J. Brown & Co., Clydebank, 1901. Length 530·0, breadth 59·2, depth 35·9 ; engines, triple, by J. Brown & Co., Glasgow.

HAVERSHAM GRANGE—steel, twin-screw, owners Houlder Line, built by Furness, Withy & Co., Ltd., West Hartlepool, 1898. R.T. 7,505, length 475·0, breadth 56·0, depth 32·0 ; engines, triple, by North Eastern Marine Engineering Co., speed 12 knots, electric light ; No. of pass. 28 first.

HEDWIG WOERMANN—steel, screw, owners Woermann Line, built by Wigham, Richardson & Co., Newcastle, 1890. R.T. 1,289, length 229·9, breadth 32·3, depth 21·1 ; engines, triple, by builders, I.H.P. 600, speed 9½ knots ; No. of pass. 4 first.

HEIDELBERG—steel, screw, owners Norddeutscher Lloyd, built by Reiherst'g Schiffsw. ; Hamburg, 1893. R.T. 3,372, length 351·6, breadth 42·0, depth 25·7 ; engines, triple, by builders.

HELIADES—iron, screw, owners Houston Line, built by Richardson, Duck & Co., Stockton, 1885. R.T. 2,965, length 320·0, breadth 40·2, depth 19·4 ; engines, triple, by T. Richardson & Sons, West Hartlepool.

HELGOLAND—steel, screw, owners Norddeutscher Lloyd built by J. L. Thompson & Sons, Ltd., Sunderland, 1896. R.T. 5,650, length 409·0, breadth 50·5, depth 27·1 ; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 2,000 ; No. of pass. 12 first and second, electric light.

HELLAS—steel, screw, owners Hamburg-American Line, built by Richardson, Duck & Co., Stockton, 1894. R.T. 2,458, length 290·0, breadth 42·0, depth 17·4; engines, triple, by Bland & Co., Ltd., electric light.

HELLOPES—steel, screw, owners Houston Line, built by J. Reid and Co., Port Glasgow, 1889. R.T 2,774, length 320·4, breadth 40·1, depth 17·8; engines, triple, by Rankin & Blackmore, Greenock.

HELVETIA—steel, screw, owners Hamburg-American Line, built by Tyne Shipbuilding Co., Newcastle 1889. R.T. 2,825, length 316·0, breadth 40·0, depth 24·4; engines, triple, by Wallsend Slipway Co., electric light.

HERACLIDES—iron, screw, owners Houston Line, built by Boolds, Sharer & Co., Sunderland, 1886. R.T. 2,977, length 320·0, breadth 40·4, depth 19·2; engines, triple, by T. Richardson & Sons, Hartlepool.

HERCULES—iron, paddle, owners Norddeutscher Lloyd, built by J. Tecklenborg Ges., 1887. R.T. 244, length 137·5, breadth 23·5, depth 11·0; engines, compound, by builders.

HEREFORDSHIRE — steel, twin-screw, owners Bibby Line, built by Harland & Wolff, Ltd., Belfast, 1905. R.T. 7,128, length, 452·3, breadth 54·35, depth 30·65; engines, quadruple, by builders, I.H.P. 5,000, speed 14 knots; No. of pass. 200 first, electric light.

HERMINIUS—steel, screw, owners Houston Line, built by Russell & Co., Glasgow, 1898. R.T. 3,525, length 339·4, breadth 45·9, depth 17·8; engines, triple, by Hutson & Sons, Glasgow.

HERMONTHIS—steel, screw, owners Kosmos Steamship Co., built by J. L. Thomson & Sons, Ltd., Sunderland, 1896. R.T. 4,782, length 382·0, breadth 48·2, depth 26·2; engines, triple, by G. Clark, Sunderland, I.H.P. 1,200, speed 11 knots; No. of pass, 14 first, 16 second, 30 third, electric light.

HERZOG—steel, twin-screw, owners Deutsche Ost-Afrika-Linie, built by Blohm & Voss, Hamburg, 1896. R.T. 4,933, length 400·0, breadth 47·0, depth 29·6; engines, triple, by builders, I.H.P. 2,400, speed 12 knots; No. of pass. 80 first, 60 second, 50 third, electric light.

HESPERIDES — steel, screw, owners Houston Line, built by Bartram & Co. Sons, Sunderland, 1899. R.T. 3,393, length 350·9, breadth 47·0, depth 16·9; engines, triple, by J. Dickinson & Sons, Ltd.

HIBERNIAN—steel, screw, owners Allan Line S.S. Co., Ltd., built by Napier & Miller, Ltd., Glasgow, 1902. R.T. 4,505, length 385·0, breadth 50·0, depth 25·7 ; engines, triple, by Dunsmuir & Jackson Glasgow.

HILARIUS — steel, screw, owners Houston Line, built by R. Stephenson & Co., Ltd., Newcastle-on-Tyne, 1894. R.T. 3,621, length 344·6, breadth 43·1, depth 18 8 ; engines, triple, by builders, electric light.

HILDEBRAND—steel, screw, owners Booth Line, built by Hall Russell & Co., Aberdeen, 1893. G.T. 1,947, length 260·3, breadth 36·2, depth 23·4 ; engines, triple, by builders ; speed 11 knots ; No. of pass. 32 first, electric light.

HIMALAYA—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1892. R.T. 6,898, length 465·6, breadth 52·2, depth 26·4 ; engines, triple, by builders, I.H.P. 10,000, speed 17½ knots ; No. of pass. 265 first, 144 second, electric light.

HIMALAYA—steel, twin-screw, owners Messageries Maritimes, built by the owners, 1902. R.T. 5,620, length 427·8, breadth 47·8, depth 23·9 ; engines, triple.

HIPPOMENES—steel, screw, owners Houston Line, built by Workman, Clark & Co., Ltd., Belfast, 1889. R.T. 2,694, length 320·4, breadth 40·2, depth 18·3 ; engines, triple, by Bow & M'Lachlan, Paisley.

HISPANIA—steel, screw, owners Hamburg-American Line, built by J. C. Tecklenborg, 1891. R.T. 2,578, length 314·9, breadth 39·0, depth 23·5 ; engines, triple, by builders, electric light.

HOHENZOLLERN—steel, screw, owners Norddeutscher Lloyd, built by Stettin Co., Stettin, 1889. R.T. 6,661, length 449·6, breadth 51·0, depth 27·2 ; engines, triple, by Vulcan Co., Stettin, I.H.P. 6,500, speed 16 knots ; No. of pass. 120 first, 80 second, electric light.

HOLSATIA—steel, screw, owners Hamburg-American Line, built by J. Priestman & Co., Sunderland, 1896. R.T. 3,349, length 344·5, breadth 44·0, depth 18·8 ; engines, triple, by W. Allan & Co., Sunderland, electric light.

HONG KONG MARU—steel, twin-screw, owners Toyo Kisen Kaisha, built by Sir J. Laing, Sunderland, 1898. R.T. 5,878, length 431·0, breadth 50·7, depth 29·7 ; engines, triple, by G. Clark, Sunderland, electric light.

HONORIUS—steel, screw, owners Houston Line, built by A. McMillan & Son, Dumbarton, 1899. R.T. 3,500, length 350·0, breadth 47·0, depth 25·0; engines, triple, by D Rowan, Glasgow.

HORATIO—steel, screw, owners Booth Line, built by Edwards' Shipbuilding Co., Newcastle-on-Tyne, 1892. R.T. 3,212, length 331·0, breadth 40·2, depth 19·1; engines, triple, by T. Richardson & Sons.

HORATIUS—steel, screw, owners Houston Line, built by Russell & Son, Glasgow, 1898. R.T. 3,552, length 339·2, breadth 45·9, depth 17·8; engines, triple, by Hutson & Sons, Glasgow.

HORNBY GRANGE—steel, screw, owners Houlder Line, built by Wigham, Richardson & Co., Newcastle, 1890. R.T. 2,473, length 300·0, breadth 40·3, depth 19·9; engines, triple, by builders, I.H.P. 2,000, speed 10½ knots; No. of pass. 6 to 8 first, 8 second, electric light.

HORTENSIUS—steel, screw, owners Houston Line, built by A. McMillan & Son, Dumbarton, 1899. R.T. 3,500, length 350·0, breadth 47·0, depth 25·0; engines, triple, by D. Rowan & Son, Glasgow.

HOSTILUS—steel, screw, owners Houston Line, built by A. McMillan & Son, Ltd., Dumbarton, 1900. R.T. 3,476, length 350·0, breadth 47·0, depth 17·0; engines, triple, by D. Rowan & Co., Glasgow.

HUBERT—steel, screw, owners Booth Line, built by Hall, Russell & Co., Aberdeen, 1894. G.T. 1,922, length 261·4, breadth 36.2, depth 23·4; engines, triple, by builders; speed 11 knots.

HUNGARIA—steel, screw, owners Hamburg-American Line, built by Reiherst Shipbuilding Co., Hamburg, 1884. R.T. 1,991, length 290·8, breadth 36·3, depth, 22·5; engines, compound, by builders, electric light.

HUNGARIAN—steel, screw, owners Allan Line S.S. Co., Ltd., built by Napier & Miller, Ltd., Glasgow, 1902. R.T. 4,508. Length 385·0, breadth 50·0, depth 25·7; engines, triple, by Dunsmuir & Jackson Glasgow.

HYADES—steel, screw, owners Houston Line, built by J. Blumer and Co., Sunderland, 1899. R.T. 3,400, length 350·0, breadth 47·0, depth 24·9; engines, triple, by J. Dickinson, Ltd.

HYANTHES—steel, screw, owners Houston Line, built by Bartram & Sons, Sunderland, 1899. R.T. 3,427, length 350·0, breadth 47·0, depth 16·9; engines, triple, by J. Dickinson, Ltd.

HYLAS—steel, screw, owners Houston Line, built by A. McMillan and Son, Ltd., Dumbarton, 1899. R.T. 4,233, length 367·0, breadth 48·0, depth 17·9; engines, triple, by Rankin & Blackmore, Greenock.

IBERIA—steel, screw, owners Hall's Line, built by Blyth Shipbuilding Co., Ltd., 1905. R.T. 1,880, length 280·0, breadth 39·5, depth 18·37; engines, triple, by North Eastern Marine Engineering Co., Ltd., Sunderland.

IBERIAN—steel, screw, owners Leyland Line, built by Sir J. Laing and Sons, Sunderland, 1900. R.T. 5,300, length 436·3, breadth 48·7, depth 29·9; engines, triple, by J. Dickinson & Sons, Sunderland.

IDDO—steel, twin-screw, owners African S.S. Co., built by Londonderry S. & E. Co., Ltd., Londonderry, 1901. R.T. 965, length 220·0, breadth 36·0, depth 14·0; engines, triple, by McKie & Baxter, Glasgow.

ILARO—steel, screw, owners African S.S. Co., built by Sir R. Dixon & Co., Middlesbro', 1895. R.T. 2,799, length 310·0, breadth 40·6, depth 17·6; engines, triple, by N.E. Marine Engineering Co., Sunderland, I.H.P. 1,100, speed 10 knots; No. of pass. 10 first.

ILLOVO—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1890. R.T. 1,930, length 275·3, breadth 36·2, depth 17·4; engines, triple, by builders.

ILORIN—steel, screw, owners African S.S. Co., built by D. J. Dunlop & Co., Port Glasgow, 1896. R.T. 946, length 220·0, breadth 36·1, depth 13·0; engines, triple, by builders, I.H.P. 800, speed 9 knots.

INABA MARU—steel, screw, owners Japan Line, built by D. and W. Henderson & Co., Glasgow, 1897. R.T. 6,192, length 445·0; breadth 49·4, depth 30 5; engines, triple, by builders; No. of pass. 46 first, 26 second, electric light.

INANDA—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1904. R.T. 4,190, length 370·0, breadth 46·2, depth 18·6; engines, triple, by builders, I.H.P. 3,500, speed 14 knots; No. of pass. 62 first, 50 second, electric light.

INCA—steel, screw, owners Pacific Steam Navigation Co., built by Harland & Wolff, Belfast, 1893. R.T. 3,593, length 360·6 breadth 43·2, depth 27·3; engines, triple, by builders.

INCHANGA—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1895. R.T. 2,197, length 288·2, breadth 39·2, depth 17·5; engines, triple, by builders.

INDIA—steel, screw, owners P. & O. Company, built by Caird & Co., Ltd., Greenock, 1896. R.T. 7,911, length 499·9, breadth 54·3, depth 25·1; engines, triple, by builders, I.H.P. 11,000, speed 18 knots; No. of pass. 315 first, 152 second, electric light.

INDIAN—steel, twin-screw, owners F. Leyland & Co., built by Workman, Clark & Co., Belfast, 1900. R.T. 9,121, length 482·9, breadth 57·25, depth 39·7; engines, compound, by builders, I.H.P. 2,987, speed 10 knots.

INGELI—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1897. R.T. 2,928, length 330·1, breadth 41·2, depth 18·6; engines, triple, by builders.

INKONKA—steel, screw, owners Rennie's Aberdeen Line, built by Wm. Gray & Co., West Hartlepool. R.T. 3,430, length 368·0, breadth 45·0, depth 16½; engines, triple, by Central Marine Engineering Works, West Hartlepool, I.H.P. 3,000. No. of pass. 14 first; speed 13 knots.

INKOSI—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1902. R.T. 3,576, length 350·0, breadth 43½, depth 20·0, electric light, refrigerator; engines, triple, by builders, I.H.P. 3 000, speed 14 knots; No. of pass. 50 first, 36 second.

INSIZWA—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1899. R.T. 2,984, length 330·2, breadth 41·1, depth 18·6; engines, triple, by builders.

INYATI—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1892. R.T. 2,516, length 301·7, breadth 40·2, depth 17·5; engines, triple, by builders

INYONI—steel, screw, owners Rennie's Aberdeen Line, built by Hall, Russell & Co., Aberdeen, 1890. R.T. 1,945, length 275·6, breadth 36·3, depth 17·5; engines, triple, by builders.

IONIAN—steel, twin-screw, owners Allan Line, built by Workman, Clark & Co., Belfast, 1901. R.T. 8,265, length 470·0, breadth 57·5, depth 37·0; engines, triple, by builders.

IONIC—steel, twin-screw, owners White Star Line, built by Harland and Wolff, Belfast, 1902. R.T. 12,234, length 520·0, breadth 63·4, depth 4·50; engines, quadruple, by builders, I.H.P. 4,400, speed 12½ knots; No. of pass. 170 first and second, 200 third.

AOUADDY—iron, screw, owners Messageries Maritimes, built by Messageries Maritimes, La Ciotat, 1872. R.T. 3,785, length 398·2, adth 39·7, depth 30·8; engines, compound, by builders, I.H.P. 2,900, el tric light.

IRISHMAN—steel, twin-screw, owners Dominion Line, built by Harland & Wolff, Ltd., Belfast, 1899. R.T. 9,510, length 500·7, breadth 62·4, depth 34·0; engines, quadruple, by builders, electric light.

ISIS—steel, twin-screw, owners P. & O. Company, built by Caird and Co., Greenock, 1898. R.T. 1,800, length 300·0, breadth 37·0, depth 19·3; engines, triple, by builders, I.H.P. 6,500, speed 21 knots; No. of pass. 72 first, electric light.

ITALIA—steel, twin-screw, owners Anchor Line, built by D. & W. Henderson & Co., Ltd., Glasgow, 1903. R.T. 4,806, length 400·0, breadth 49·0, depth 30·9; engines, triple, by builders, speed 13½ knots, electric light.

ITAURI—steel, screw, owners Kosmos Steamship Co., built by Flensburger Schiffsb. Ges., Flensburg, 1897. R.T. 4,639, length 368·0, breadth 45·8, depth 27·0; engines, triple, by builders, I.H.P. 1,400, speed 11 knots; No. of pass. 25 first, 14 second, 50 third, electric light.

ITHAKA—steel, screw, owners Hamburg-American Line, built by Craig, Taylor & Co., Stockton, 1894. R.T. 2,268, length 278·7, breadth 41·3, depth 22·2; engines, triple, by Bland & Co., Ltd., electric light.

IVERNIA—steel, screw, owners Cunard Line, built by Messrs. C. S. Swan & Hunter, Ltd., Wallsend, 1900. R.T. 13,800, length 600·0, breadth 64·6, depth 41·6; engines, quadruple, by Wallsend Slipway and Engineering Company, I.H.P. 10,000, speed 15 knots; No. of pass. 200 first, 200 second, 1,700 third, electric light.

JAFFA—steel, screw, owners Thomas Wilson & Sons, built by J. Scott & Co., Kinghorn, 1897. R.T. 1,594, length 260·1, breadth 35·2, depth 16·4; engines, triple, by builders.

JAMAICAN—steel, screw, owners F. Leyland & Co., built by Naval Construction & Armaments Co., Barrow, 1893. R.T. 4,502, length 380·2, breadth 44·2, depth 26·7; engines, triple, by builders, I.H.P. 1,880, speed 12 knots; No. of pass. 30 first, electric light.

JAPAN—steel, screw, owners P. & O. Company, built by Caird and Co., Greenock, 1893. R.T. 4,319, length 397·2, breadth 45·2, depth 28·0; engines, triple, by builders, I.H.P. 3,000, speed 13 knots; No. of pass. 50 first, electric light.

JAVA—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1892. R.T. 4,093, length 384·6, breadth 45·1, depth 27·9; engines, triple, by builders, I.H.P. 3,000, speed 13 knots; No. of pass. 30 first, electric light.

JAVARY—steel, screw, owners The Iquitos Steamship Co., Ltd., managers The Booth Line, built by S. P. Austin & Son, Ltd., Sunderland, 1898. G.T. 1,249, length 235, breadth 34·3, depth 14·6; engines, triple expansion, by Geo. Clark, Ltd., Sunderland; No. of pass 16 first, electric light.

JEANNETTE WOERMANN—steel, screw, owners Woermann Line, built by Blohm and Voss, Hamburg, 1893. R.T. 2,229, length 290·0, breadth 38·0, depth 26·9; engines, triple, by builders, I.H.P. 850, speed 9½ knots; No. of pass. 10 first.

JELUNGA—steel, screw, owners British India Co., built by W. Denny & Bros., Dumbarton, 1890. R.T. 5,186, length 410·5, breadth 48·2, depth 30·5; engines, quadruple, by builders, speed 14½ knots; No. of pass. 80 first, 42 second, electric light.

JEROME—steel, screw, owners Booth Line, built by R. Napier and Co., Glasgow, 1877. G.T. 3,056, length 348·9, breadth 39·4, depth 28·8; engines, triple, by builders, speed 13 knots; No. of pass. 148 first, electric light.

JOHANNESBURG—steel, screw, owners Bucknall S.S. Lines, built by Armstrong, Mitchell & Co., Ltd., Newcastle, 1895. R.T. 4,444, length 360·0, breadth 47·0, depth 27·7; engines, triple, by Hawthorn, Leslie & Co., Ltd., Newcastle.

JUMNA—steel, screw, owners British India Co., built by W. Denny and Bros., Dumbarton, 1886. R.T. 4,749, length 410·5, breadth 48·2, depth 22·4; engines, quadruple, by builders, speed 13½ knots No. of pass. 49 first, electric light.

JUSTIN—steel, twin-screw, owners Booth Line, built by Barclay, Curle & Co., Glasgow, 1904. R.T. 3,506, length 355·0, breadth 48·7, depth 24·0; engines, triple, by builders, speed 11 knots; No. of pass. 16 first class, electric light.

KADETT—steel, twin-screw, owners Deutsche Ost-Afrika Linie, built by Schiffswerft & Maschinen Fabrik., Hamburg, 1902 Length 115·0, breadth 22·10, depth 11·6; engines, compound, by builders, speed 10 knots; No. of pass. 22 first, electric light.

KAIKOURA—steel, twin-screw, owners New Zealand Shipping Co., Ltd., built by J. Brown & Co., Ltd., Glasgow, 1903. R.T. 460·0, breadth 58·2, depth 30·9; engines, triple, by builders, I.H.P. 5,000, speed 12 knots; No. of pass. 22 saloon, electric light.

KAIPARA—steel, twin-screw, owners New Zealand Shipping Co., Ltd., built by J. Brown & Co., Ltd., Glasgow, 1903. R.T. 7,596, length 460·4, breadth 58·2, depth 31·0; engines, triple, by builders, I.H.P. 5,000, speed 12 knots; No. of pass. 22 saloon, electric light.

KAISER—steel, screw, owners German East African Co., built by Reiherstieg Schiffs-werfte Maschinenfabrik, Hamburg, 1891. R.T. 2,724, length 330·0, breadth 41·0, depth 27·0; engines, triple, by builders, I.H.P. 1,500, speed 11½ knots; No. of pass. 38 first, 32 second, 42 third, electric light.

KAISERIN AUGUSTE VICTORIA—steel, twin-screw, owners Hamburg-American Line, built by Vulcan Shipbuilding Co., Stettin, 1906. R.T. 25,500, length 690·0, breadth 75·5, depth 52; engines, quadruple, by builders, speed 17 knots.

KAISER WILHELM DER GROSSE—steel, twin-screw, owners Norddeutscher Lloyd, built by Vulcan Co., of Stettin, 1897. R.T. 14,350, length 648·6, breadth 66·0, depth 43·0; engines, two sets triple, by builders, I.H.P. 28,000, speed 23 knots; No. of pass. 400 first, 205 second, electric light.

KAISER WILHELM II.—steel, twin-screw, owners Norddeutscher Lloyd, building by Vulcan Shipbuilding Co., Stettin, 1903. R.T. 20,000, length 706·5, breadth 72·0, depth 52·5; engines, quadruple, by builders; I.H.P. 40,000, speed 23·58 knots; No. of pass. 775 first, 343 second, 770 third, electric light.

KAMAKURA MARU—steel, twin-screw, owners Japan Line, built by Workman, Clark & Co., Ltd., Belfast, 1896. R.T. 5,813, length 445·0, breadth 49·7, depth 30·4; engines, triple, by Barclay, Curle & Co., Ltd., Glasgow, speed 14 knots; No. of pass. 24 first, 20 second, electric light.

KANAGAWA MARU—steel, twin-screw, owners Japan Line, built by D. & W. Henderson & Co., Glasgow, 1896. R.T. 5,823, length 445·0, breadth 49·4, depth 30·5; engines, triple, by builders, speed 14 knots; No. of pass. 24 first, 20 second, electric light.

KANO—steel, twin-screw, owners British & African S. N. Co, (1900), Ltd., built by Caledon S. & E. Co., Dundee, 1901. R.T. 1,451, length 220 0, breadth 36·0, depth 14·0; engines, compound, by builders

KANZLER—steel, screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1892. R.T. 2,926, length 320·0, breadth 40·0, depth 31·9; engines, triple, by builders, I.H.P. 1,600, speed 12 knots; No. of pass. 40 first, 32 second, 42 third, electric light

KARAMEA—steel, screw, owners Shaw, Savill & Albion Line, built by Hawthorn, Leslie & Co. R.T. 5,563, length 420·0, breadth 54·0, depth 28·7; engines, triple, by builders, I.H.P. 4 000, speed 11 knots, No. of pass. 27 first, electric light.

KARLSRUHE—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Glasgow, 1889. R.T. 5,057, length 415·0, breadth 48·0, depth 31·3; engines, triple, by builders, I.H.P. 3 300, speed 13 knots; No. of pass. 42 first, 36 second, electric light.

KARTHAGO—steel, screw, owners Hamburg-American Line, built by J. Priestman & Co., Sunderland, 1896. R.T. 2,821, length 300·3, breadth 42·0, depth 17·0; engines, triple, by Blair & Co., Ltd., electric light.

KAWACHI MARU—steel, twin-screw, owners Japan Line, built by Napier, Shanks & Bell, Glasgow, 1897. R.T. 5,798, length 445·0, breadth 49·4, depth 30·5; engines, triple, by Dunsmuir & Jackson, Glasgow, speed 14 knots; No. of pass. 24 first, 20 second, electric light.

KEDAH—steel, screw, owners Norddeutscher Lloyd, built by W. H. Potter & Sons, Liverpool, 1888. R.T. 990, length 237·3, breadth 34·2, depth 15·1; engines, triple, by D. Rollo & Sons, Liverpool, I.H.P. 700.

KEHREWIEDER—steel, paddle, owners Norddeutscher Lloyd, built by J. C. Tecklenborg Ges., 1890. R.T. 499, length 186·0, breadth 26·0, depth 10·0; engines, compound.

KENILWORTH CASTLE—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Ltd., 1904. R.T. 12,975, length 570·5, breadth 64·7, depth 38·75; engines, quadruple, by builders, electric light; No. of pass. 240 first, 300 second.

KENSINGTON—steel, twin-screw, owners Dominion Line, built by J. & G. Thomson, Ltd., Glasgow, 1894. R.T. 8,669, length 480·0, breadth 57·2, depth 37·0; engines, quadruple, by builders, electric light.

KEONG WAI—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Ltd., Glasgow, 1895. R.T. 1,777, length 289·0, breadth 37·8, depth 21·5; engines, triple, by builders, I.H.P. 1,200, electric light.

KILDONAN CASTLE—steel, twin-screw, owners Union-Castle Line, built by Fairfield Co., Glasgow, 1899. R.T. 9,692, length 515·5, breadth 59·25, depth 34·7; engines, quadruple, by builders, I.H.P. 10,000; No. of pass. 200 first, 230 second, electric light.

KINFAUNS CASTLE—steel, twin-screw, owners Union-Castle Line, built by Fairfield Co., Glasgow, 1899. R.T. 9,664, length 515·5, breadth 59·25, depth 34·7; engines, quadruple, by builders, I.H.P. 10,000; No. of pass. 250 first, 100 second, electric light.

KLEIST—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Danzig, 1906. R.T. 9,000, length 474·75, breadth 56·0, depth 39·0; engines, triple, by builders. I.H.P. 6,500, electric light.

KÖLN—steel, twin-screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg Ges., 1899. R.T. 7,500, length 428·9, breadth 54·3, depth 39·4; engines, triple, by builders, electric light.

KONG BENG—steel, screw, owners Norddeutscher Lloyd, built by J. Elder & Son, Glasgow, 1883. R.T. 1,359, length 240·0, breadth 34·2, depth 22·8; engines, compound, by builders, I.H.P. 800, electric light.

KÖNIG—steel, twin-screw, owners Deutsche Ost-Afrika Linie, built by Reiherstieg Schiffswerfter, Hamburg, 1896. R.T. 4,820, length 400·0, breadth 47·0, depth 29·6; engines, triple, by builders, I.H.P. 2,400, speed 12 knots; No. of pass. 80 first, 60 second, 50 third, electric light.

KÖNIG ALBERT—steel, twin-screw, owners Norddeutscher Lloyd, built by Act. Ges. Vulcan, Stettin, 1899. R.T. 10,000, length 499·3, breadth 60·2, depth 34·6; engines, quadruple, by builders, I.H.P. 9,000, electric light.

KÖNIGIN LUISE—steel, twin-screw, owners Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1896. R.T. 10,566, length 525·0, breadth 60·0, depth 34·8; engines, quadruple, by builders, I.H.P. 7,000, speed 16 knots; No. of pass. 190 first, 112 second, electric light.

KONING WILLEM I.—steel, screw, owners Nederland Co., built by Kon. Maats. de Schelde. R.T. 4,476, length 384·1, breadth 45·3, depth 27·5; engines, quadruple, by builders, electric light.

KONING WILLEM II.—steel, screw, owners Stoomvart Maatschappÿ Nederland, built by Maats. von Scheeps & Werk, 1900. R.T. 4,290, length 392·8, breadth 45·0, depth 28·2; engines, quadruple, by builders, electric light.

KONING WILLEM III.—steel, screw, owners Stoomvaart Maatschappÿ Nederland, built by Kon Maats. de Schelde, 1900. R.T. 4,500, length 394·0, breadth 45·0, depth 30·7; engines, quadruple, by builders, electric light.

KONINGIN REGENTES—steel, screw, owners Nederland S.S. Co., built by Caird & Co., Ltd., Greenock, 1894. R.T. 3,800, length 376·1, breadth 43·1, depth 27·7; engines, triple, by builders, I.H.P. 2,600, electric light.

KONINGIN WILHELMINA—steel, screw, owners Nederland S.S. Co., built by Koninklyke Maats. de Schelde, 1896. R.T. 4,200, length 381·8, breadth 45·4, depth 27·4; engines, quadruple, by builders, I.H.P. 3,600, electric light.

KOORDISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by Wm. Gray & Co., Ltd., West Hartlepool. R.T. 2,749, length 306·0, breadth 43·2, depth 19·6; engines, triple, by Central Marine Engine Works, I.H.P. 1,100, speed 10 knots; No. of pass. 12 first, electric light.

KORAT—steel, screw, owners Norddeutscher Lloyd, built by Workman, Clarke & Co., Belfast, 1895. R.T. 1,900, length 278·0, breadth 41·1, depth 20·8; engines, triple, by builders, I.H.P. 900, electric light.

KOREA—steel, twin-screw, owners Pacific Mail S.S. Co., built by Newport News Shipbuilding & Dry Dock Co., 1901. R.T. 12,000, length 572·4, breadth 63·0, depth 41·10; engines, quadruple, by builders, I.H.P. 17,500, speed 20 knots, electric light; No. of pass. 200 first, 60 third (White), 1,200 third (Chinese).

KORNILOFF—iron, screw, owners Russian Steam Navigation Co., built by A. Leslie & Co., Newcastle, 1869. R T. 2,079, length, 286·8, breadth 36·0, depth 26·6; engines, triple, by Wallsend Slipway Co., electric light.

KOUANG-SI — steel, twin-screw, owners Messageries Maritimes, built by Forges & C. de la Medit., Havre, 1904. R.T. 6,465, length 413·5, breadth 49·7, depth 29·6; engines, triple, by builders, electric light.

KRONPRINZ—steel, twin-screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1900. R.T. 5,645, length 410·0, breadth 48·0, depth 31·0; engines, triple, by builders, I.H.P. 3,200, speed 12·5 knots; No. of pass. 100 first, 76 second, 60 third, electric light.

KRONPRINZESSIN CECILIE—steel, twin-screw, owners Norddeutscher Lloyd, built by Vulcan Shipbuilding Co., Stettin, 1906. R.T. 20,000, length 706·5, breadth 72·0, depth 52·5; engines, quadruple, by builders, I.H.P. 45,000, speed 24 knots; No. of pass. 742 first, 327 second, 740 third, electric light.

KRONPRINZ WILHELM—steel, twin-screw, owners Norddeutscher Lloyd, built by Vulcan Shipbuilding Co., Stettin, 1901. R.T. 15,000, length 663·0, breadth 66·0, depth 43·0; engines, quadruple, by builders, I.H.P. 33,000, speed 23½ knots; electric light.

KROONLAND—steel, twin-screw, owners Red Star Line, built by W. Cramp & Son, Philadelphia, 1902. R.T. 12,760, length 580·0, breadth 60·0, depth 38·4; engines, triple, by builders, electric light.

KUDAT—iron, screw, owners Norddeutscher Lloyd, built by Scott and Co., Greenock, 1882. R.T. 918, length 233·4, breadth 32·6, depth 15·8; engines, compound, by builders, I.H.P. 500.

KUMARA—steel, screw, owners Shaw, Savill & Albion Line, built by C. S. Swan & Hunter. R T. 6,034, length 425·1, breadth 54·2, depth 29·6; engines, triple, by Central Marine Engine Works, I.H.P. 4,400, speed 12 knots, electric light.

KURT WOERMANN—steel, screw, owners Woermann Line, built by Blohm and Voss, Hamburg, 1895. R.T. 2,263, length 290·0, breadth 38·0, depth 26·9; engines, triple, by builders, I.H.P. 850, speed 9½, knots; No. of pass. 12 first.

KWARRA—steel, twin-screw, owners British & African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1891. R.T. 812, length 200·3, breadth 36·2, depth 12·1; engines, triple, by builders.

LA BRETAGNE—steel, screw, owners Cie. Générale Transatlantique, built by owners, 1886. R.T. 7,112, length 495·4, breadth 51·8, depth 34·5; engines, triple, by builders, electric light.

LA CHAMPAGNE—steel, screw, owners Cie. Générale Transatlantique, built by owners, 1885. R.T. 7,087, length 493·4, breadth 51·8, depth 34·5; engines, triple, by builders, electric light.

LA SAVOIE—steel, twin-screw, owners Cie. Générale Transatlantique, built by owners. Length 563·1, breadth 60·0, depth 35·9 R.T. 11,200; engines, triple, by builders.

LACHS—iron, paddle, owners Norddeutscher Lloyd, built by J. C. Tecklenborg Ges., 1889. R.T. 270, length 180·0, breadth 20·0, depth 9·1.

LA GASCOGNE—iron and steel, screw, owners Cie. Générale Transatlantique, built by Forges & Cie. de la Med., 1886. R.T. 7,395, length 495·4, breadth 52·2, depth 34·8; engines, quadruple, by owners, electric light.

LAGOON—steel, screw, owners British and African S.N. Co., built by Barclay, Curle & Co., Glasgow, 1895. R.T. 704, length 210·0, breadth 28·2, depth 13·7; engines, triple, by builders, I.H.P. 550, speed 9½ knots.

LAKE CHAMPLAIN—steel, twin-screw, owners Canadian Pacific Railway, built by Barclay, Curle & Co., Glasgow, 1900. R.T. 7,392, length 446·0, breadth 52·0, depth 27·8; engines, triple, by builders, electric light.

LAKE ERIE—steel, twin-screw, owners Canadian Pacific Railway, built by Barclay, Curle & Co., Glasgow, 1900. R.T. 7,550, length 446·0, breadth 52·0, depth 35·5; engines, triple, by builders, electric light.

LAKE MANITOBA—steel, twin-screw, owners Canadian Pacific Railway, built by Swan & Hunter, Ltd., Newcastle-on-Tyne, 1901. R.T. 8,360, length 469·5, breadth 56·0, depth 31·7; engines, triple, by Richardson, Westgarth & Co., electric light.

LAKE MICHIGAN—steel, twin-screw, owners Canadian Pacific Railway, built by Swan & Hunter & Co., Ltd., Newcastle-on-Tyne, 1902. R.T. 9,240, length 469·5, breadth 56·0, depth 31·7, engines, triple, by Richardson, Westgarth & Co., Ltd., electric light.

LA LORRAINE—steel, twin-screw, owners Cie. Générale Transatlantique, built by Cie. Gén. Transatlantique, St. Nazaire, 1900. R.T. 11,200, length 563·1, breadth 60·0, depth 35·9; engines, triple, by builders, electric light.

LA NAVARRE—steel, twin-screw, owners Cie. Générale Transatlantique, built by owners, 1892. R.T. 6,648, length 471·0, breadth 50·5, depth 36·4; engines, triple, by builders, electric light.

LANFRANC—steel, twin-screw, owners Booth Line, built by The Caledon Shipbuilding Co., Dundee, 1907. G.T. 6,275, length 418·5, breadth 52·2, depth 27·35; engines, triple expansion, two sets, by builders; No. of pass. 201 first, electric light.

LANGTON GRANGE—steel, screw, owners Houlder Line, built by Workman, Clark & Co., Ld., Belfast, 1896. R.T. 5,803, length 420·0, breadth 54·2, depth 33·0; engines, triple, by builders, I.H.P. 3,250, speed 13 knots; No. of pass. 18 first, 12 second, electric light.

LA NORMANDIE—iron, screw, owners Cie. Générale Transatlantique, built by Barrow Shipbuilding Co., Barrow, 1882. R.T. 6,283, length 459·3, breadth 49·2, depth 34·1; engines, triple, by owners.

LA PROVENCE — steel, twin-screw, owners Cie Generale Transatlantique, built by Ch. and Atel. de St. Nazaire, St. Nazaire, 1906. R.T. 15,000, length 629·5, breadth 65·0, depth 42·0; engines, triple, by builders.

LAOS—steel, twin-screw, owners Messageries Maritimes, built by owners, 1896. R.T. 6,357, length 442·9, breadth 50·8, depth 36·1; engines, triple, by builders, I.H.P. 7,200, electric light.

LA SEYNE—iron, screw, owners Messageries Maritimes, built by Forges & Chantiers de la Méditerranée, La Seyne, 1870. R.T. 2,379, length 312·3, breadth 38·0, depth 29·7; engines, compound, by builders, I.H.P. 2,000, electric light.

LA TOURAINE—steel, twin-screw, owners Cie. Générale Transatlantique, built by owners, 1890. R.T. 8,893, length 520·2, breadth 56·0, depth, 34·6; engines, triple, by builders, electric light.

LAURENTIAN—iron, screw, owners Allan Line, built by R. Steel and Co., Greenock, 1872. R.T. 4,522, length 400·0, breadth 42·2, depth 35·5; engines, triple, by Workman, Clarke & Co., Belfast.

LEON XIII.—steel, screw, owners Compania Transatlantica, built by A. & J. Inglis, Glasgow, 1888. R.T. 5,247, length 410·4, breadth 46·1, depth 29·5; engines, triple, by builders, speed 14 knots; No. of pass. 120 first, 40 second, electric light.

LEOPOLDVILLE—steel, screw, owners Cie. Belge Maritime du Congo, built by Sir Raylton Dixon & Co., 1897. R.T. 3,760, length 352·0, breadth 44·2, depth 23·4; engines, triple, by Richardson, I.H.P. 2,500, speed 12½ knots; No. of pass. 108 first, 52 second, electric light.

LISBON—iron, screw, owners Hall's Line, built by Denton, Gray and Co., West Hartlepool, 1871. R.T. 1,334, length 241·8, breadth 32·1, depth 23·2; engines, compound, by Blair & Co., Ltd., Stockton.

LLANDULAS—steel, screw, owners Elder, Dempster Shipping, Ltd., built by Selby S. & E. Co., Ltd., Selby, 1901. R.T. 847, length 200·0, breadth 32·0, depth 15·3; engines, triple, by MacColl & Pollock, Sunderland.

LOANDA—steel, screw, owners British and African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1891. R.T. 2,935, length 327·6, breadth 39·4, depth 22·0; engines, triple, by builders, I.H.P. 1,200, speed 10½ knots; No. of pass. 44 first, 14 second, electric light.

LOMBARDY—steel, screw, owners MacIver & Co., built by Sir R. Dixon & Co., Middlesbro', 1895. R.T. 2,423, length 294·9, breadth 41·3, depth 17·9; engines, triple, by Blair & Co., Ltd., Stockton, I.H.P. 1,500, speed 11 knots; No. of pass. 6 first, 5 second.

LOONGANA—steel, twin-screw, owners Union Steamship Co. of New Zealand, Ltd., built by Wm. Denny & Bros., Dumbarton, 1904. R.T. 2,500, length 300·0, breadth 43·0, depth 24·0; engines, turbine, speed 20 knots, electric light; No. of pass. 270 first, 140 second. First commercial ocean-going steamer fitted with turbines.

LOO SOK—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Ltd., Glasgow, 1891. R.T. 1,604, length 270·1, breadth 37·0, depth 21·8; engines, triple, by builders, I.H.P. 1,200, electric light.

LOTHAR BOHLEN—steel, screw, owners Woermann Line, built by Reiherst, Hamburg, 1888. R.T. 2,515, length 322·1, breadth 39·7, depth 23·7; engines, triple, by builders, I.H.P. 1,500, speed 11½ knots; No. of pass. 4 first, 10 second, electric light.

LOUISIANIAN—steel, screw, owners F. Leyland & Co., built by Barclay, Curle & Co., Glasgow, 1891. R.T. 3,643, length 370·0, breadth 43·0 depth 25·9; engines, triple, by builders, I.H.P. 2,150, speed 12 knots: No. of pass. 30 first, electric light.

LUCANIA—steel, twin-screw, owners Cunard Line, built by Fairfield Co., Glasgow, 1893. R.T. 12,952, length 601·0, breadth 65·2, depth 37·8; engines, triple, by builders, I.H.P. 28,000, speed 22 knots; No. of pass. 400 first, 300 second, 600 third, electric light.

LUSITANIA — steel, quadruple-screw, owners Cunard Line, building by John Brown & Co., Clydebank. R.T. 33,200, length 787·6, breadth 88·0, depth 60·6; engines, steam turbines, I.H.P. 65,000; No. of pass. 500 first, 500 second, speed 25 knots.

LUSITANIA—steel, twin-screw, owners John Hall, jun., & Co., built by Blyth Shipbuilding Co., Ltd., 1903. R.T. 1,834, length 270·0, breadth 39·5, depth 19·7; engines, triple, by North Eastern Marine Engineering Co., Ltd., Sunderland, electric light; No. of pass. 8.

LUXOR—steel, screw, owners Kosmos Line, built by Wigham, Richardson & Co., Newcastle, 1895. R.T. 3,648, length 340·3, breadth 44·3, depth 25·2; engines, quadruple, by builders, I.H.P. 1,400, speed 11 knots; No of pass. under 18 first, under 10 second, electric light

LYDIA—steel, screw, owners Hamburg-American Line, built by Richardson, Duck & Co., Stockton, 1895. R.T. 2,731, length 290·0, breadth 42·0, depth 17·3; engines, triple, by Blaird & Co., Ltd., electric light.

MACEDONIA—steel, twin-screw, owners P. & O. Company, built by Harland & Wolff, Belfast, 1904. R.T. 10,512, length 530·4, breadth 60·4, depth 25·5; engines, quadruple, by builders, electric light.

MACEDONIA—steel, screw, owners Hamburg-American Line, built by C. S. Swan & Hunter, Ltd., Newcastle-on-Tyne, 1900. R.T. 4,344, length 380·0, breadth 46·3, depth 20·2; Engines, triple, by N.E. Marine Co. Ltd., Newcastle, electric light.

MADEIRA—steel, screw, owners British and African S.N. Co., built by Barclay, Curle & Co., Glasgow, 1884. R.T. 1,773, length 300·0, breadth 36·2, depth 19·9; engines, compound, by builders, I.H.P. 900, speed 10 knots.

MADEIRENSE—steel, screw, owners Booth Line, built by Bonn & Inces, Rotterdam, 1891. R.T. 2,831, length 332·0, breadth 40·0, depth 22·6; engines, triple, by Ned. Stoomb. Mÿ., Rotterdam, electric light.

MAGDALENA—steel, screw, owners Royal Mail Steam Packet Co., built by R. Napier & Sons, Glasgow, 1889. R.T. 5,362, length 421·2, breadth 50·0, depth 25·4; engines, triple, by builders.

MAGELLAN—steel, screw, owners Pacific S.N. Co., built by Harland & Wolff, Belfast, 1895. R.T. 3,590, length 360·6, breadth 43·2, depth 27·3; engines, triple, by builders.

MAGELLAN—steel, twin-screw, owners Messageries Maritimes, built by owners, 1897. R.T. 6,357, length 446·2, breadth 50·8, depth 36·1; engines, triple, by builders, I H P. 7,200, electric light.

MAHENO—steel, screw, owners Union S.S. Co. of New Zealand, built by W. Denny Bros., Dumbarton, 1905. R.T. 5,000, length 400·5, breadth 50·2, depth 30·5; engines, turbine, by builders.

MAIN—steel, twin-screw, owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1899. R.T. 10,200, length 500·0, breadth 58·0, depth 37·0; engines, quadruple, by builders, electric light.

MAINZ—steel, twin-screw, owners Norddeutscher Lloyd. R.T. 3,204; I.H.P. 1,500, electric light.

MAJESTIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1890. R.T. 9,965, length 565·8, breadth 57·8, depth 39·3, engines, triple, by builders, I.H.P. 1,600, speed 20 knots; No. of pass. 300 first, 190 second, electric light.

MALACCA—steel, screw, owners P. & O. Company, built by Naval Construction & Armaments Co., Ltd., 1892. R.T. 4,045, length 385·0, breadth 45·2, depth 28·0; engines, triple, by builders, I.H.P. 3,000, speed 13 knots; No. of pass. 30 first, electric light.

MALTA—steel, screw, owners P. & O. Company, built by Caird and Co., Greenock, 1895. R.T. 6,064, length 430·0, breadth 50·3, depth 29·9; engines, triple, by builders, I.H.P. 4,500, speed 13½ knots; No. of pass. 81 first, 62 second, electric light.

MAMARI—steel, twin-screw, owners Shaw, Savill & Albion Line, built by Harland & Wolff, Ltd. R.T. 7,062, length 445·4, breadth 56·4, depth 34·4; engines, quadruple, by builders. I.H.P. 4,000, speed 12½ knots, electric light.

MANAVI—steel, screw, owners Pacific Steam Navigation Company, built by R. Napier & Sons, Glasgow, 1885. R.T. 1,041, length 216·0, breadth 35·1, depth 15·0; engines, compound, by builders.

MANCHESTER CITY—steel, screw, owners Manchester Liners, built by Sir Raylton Dixon & Co., 1898. R.T. 3,727, length 445·4, breadth 52·0, depth 30·0; engines, triple, by Sir C. Furness, Westgarth and Co., I.H.P. 686, speed 12½ knots; No. of pass. 12 first, electric light.

MANCHESTER COMMERCE—steel, screw, owners Manchester Liners, built by Furness, Withy & Co., Ltd., 1899. R.T. 3,444, length 430·7, breadth 48·2, depth 30·8; engines, triple, by Sir C. Furness, Westgarth & Co., I.H.P. 541, speed 12½ knots; No. of pass. 12 first, electric light.

MANCHESTER CORPORATION—steel, screw, owners Manchester Liners, built by Furness, Withy & Co., 1899. R.T. 3,586, length 430·5, breadth 48·1, depth 30·8; engines, triple, by Sir C. Furness, Westgarth & Co., I.H.P. 541, speed 12 knots; No. of pass. 12 first, electric light.

MANCHESTER ENGINEER—steel, screw, owners Manchester Liners, built by Northumberland Shipbuilding Co., Ltd., Howdon-on-Tyne, 1902. R.T. 2,813, length 370·6, breadth 48·0, depth 30·1; engines, triple, by Richardsons, Westgarth & Co., Ltd., Sunderland, speed 10½ knots; No. of pass. 6.

MANCHESTER IMPORTER—steel, screw, owners Manchester Liners, built by Irvines S.B. & D.D. Co., 1899. R.T. 2,538, length 370, breadth 48·0, depth 26·3; engines, triple, by W. Allan & Co., Ltd., I.H.P. 379, speed 11 knots; No. of pass. 12 first, electric light.

MANCHESTER INVENTOR—steel, screw, owners Manchester Liners, built by Northumberland Shipbuilding Co., Ltd., Howdon-on-Tyne, 1902; R.T. 2,775, length 370·6, breadth 48·0, depth 30·10; engines, triple, by Richardsons, Westgarth & Co., Sunderland, speed 10½ knots; No. of Pass. 6.

MANCHESTER SHIPPER—steel, screw, owners Manchester Liners, built by Irvines S.B. & D.D. Co., Ltd., 1900. R.T. 2,542, length 370·0, breadth 48·0, depth 26·3; engines, triple, by W. Allan & Co., Ltd., I.H.P. 379, speed 11 knots; No. of pass. 12 first, electric light.

MANCHESTER TRADER—steel, screw, owners Manchester Liners, built by C. J. Bigger, Londonderry, 1890. R.T. 2,136, length 340, breadth 42·7, depth 27·0; engines, triple, by McIlwaine & McColl, I.H.P. 354, speed 11 knots; electric light.

MANCHURIA—steel, twin-screw, owners Pacific Mail S.S. Co., built by Newport News Shipbuilding and Dry Docks Co., 1904. R.T. 13,639, length 615·8, breadth 65·0, depth 10·0; engines, quadruple, by builders, speed 20 knots, electric light; No. of pass. 216 first

MANDALAY—steel, screw, owners P. Henderson & Co.'s Line, built by Denny Bros., Dumbarton, 1897. R T. 3,900, length 360·0, breadth 45·0, depth 26·6; engines, triple, by builders, speed 10 knots; No. of pass. 44.

MANILA—steel, screw, owners P. & O. Company, built by Caird and Co., Ltd., Greenock, 1892. R.T. 4,210, length 384·6, breadth 45·1, depth 28·0; engines, triple, by builders, I.H.P. 3.000, speed 13 knots; No. of pass. 30 first, electric light.

MANILLA—iron, screw, owners Florio Rubattino, built by Palmer's Co., Ltd., Newcastle, 1873. R.T. 3,910, length 399·5, breadth 42·2, depth 28·4; engines, compound, by builders, I.H.P.2,633, speed 14 knots; No. of pass. 50 first, 30 second, electric light.

MANISTEE — steel, screw, owners Elders & Fyffes, Ltd., built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle-on-Tyne, 1904. R.T. 3,869, length 350·5, breadth 46·0, depth 29·3; engines, triple, by Wallsend Slipway Co., Ltd., electric light, speed 12 knots; No. of pass. 12 first.

MANITOU — steel, screw, owners Red Star Line, built by Furness, Withy & Co. R.T. 6,849, length 475·5, breadth 56·25, depth 31·15; engines, by builders, I.H.P. 5,000, speed 13½ knots; No. of pass. 132 first, electric light.

MANORA—steel, screw, owners British India Co., built by W. Denny & Bros., Dumbarton, 1883. R.T. 4,697, length 410·0, breadth 45·2, depth 21·7; engines, compound, by builders, speed 13 knots; No. of pass. 76 first, 30 second, electric light.

MANXMAN—steel, screw, owners Dominion Line, built by Harland & Wolff, Ltd., Belfast, 1888. R.T. 4,827, length 430·7, breadth 45·2, depth 30·0; engines, triple, by builders, electric light.

MAORI—steel, screw, owners Shaw, Savill & Albion Line, built by C. S. Swan & Hunter. R.T. 5,317, length 402·6, breadth 48·3, depth 29·6; engines, triple, by Central Marine, I.H.P. 4,200 speed 11 knots, electric light

MARANHENSE—steel, screw, owners Booth Line, built by Caird & Co., Greenock, 1890. R.T. 2,767, length 313·6, breadth 42·1, depth 24·1; engines, triple, by builders; electric light.

MARATHON—steel, twin-screw, managers Geo. Thompson & Co. Ltd., built by Alex. Stephen & Sons, 1903. R.T. 6,800, length 475·0, breadth 55·0, depth 33·0; engines triple, by builders, speed 15 knots, electric light; No of pass. 83

MARBURG—steel, screw, owners Norddeutscher Lloyd, built by Furness, Withy & Co., Ltd., West Hartlepool, 1900. R.T. 5,967; engines, triple, by builders, I.H.P. 2,700; electric light.

MARCO MINGHETTI—iron, screw, owners Navigazione Générale Italiana, built by J. & G. Thompson & Co., Glasgow, 1876. R.T. 2,489, length 350·7, breadth 36·8, depth 25·7; engines, triple, by C & T T. Pattison, Naples.

MARIE WOERMANN—steel, screw, owners Woermann Line, built by Blohm and Voss, Hamburg, 1887. R.T. 1,693, length 270·0, breadth 35·1, depth 21·5; engines, triple, by builders, I.H.P. 700, speed 9½ knots; No. of pass. 23 first, 8 second, electric light.

MARIPOSA—iron, screw, owners American and Australian Line, built by W. Cramp & Sons, Philadelphia, 1883. R.T. 3,158, length 314·0, breadth 41·0, depth 17·3; engines, compound, by builders, speed 16 knots; No. of pass. 280 first, 250 second, electric light.

MARKGRAF—steel, twin-screw, owners Deutsche Ost-Afrika Linie, built by Armstrong, Mitchell & Co., Newcastle, 1893 R.T. 3,800, length 364·0, breadth 43·5, depth 25·7; engines, triple, by Wigham Richardson & Co., Newcastle, speed 13 knots; No. of pass. 71 first, 43 second, 42 third, electric light.

MARKOMANNIA—steel, screw, owners Hamburg-American Line, built by Edwards' Shipbuilding Company, Newcastle, 1890. R.T. 3,335, length 333·0, breadth 41·2, depth 18·9; engines, triple, by R. Stevenson & Co., Newcastle; electric light.

MARMORA—steel, twin-screw, owners P. & O. Company, built by Harland & Wolff, Ltd., Belfast, 1903. R.T. 10,509, length 530·4, breadth 60·3, depth 25·5; engines, quadruple, by builders, electric light.

MARQUETTE—steel, screw, owners Red Star Line, built by Stephen & Sons, Glasgow. R.T. 7,057, length 486·5, breadth 52·3, depth 34·0; engines, by builders, I.H.P. 5,000, speed 13½ knots; No. of pass. 132 first, electric light.

MASSILIA—steel, screw, owners The Anchor Line, built by A. Stephen & Sons, Ltd., 1902. R.T. 5,091, length 400·5, breadth 49·2, depth 27·8; engines, triple, by builders, electric light.

MATATUA—steel, twin-screw, owners Shaw, Savill & Albion Line, built by Workman Clark & Co., Ltd. R.T. 6,488, length 448·0, breadth 56·5, depth 30·6; engines, triple, by builders, I.H.P. 4,100, peed 12 knots, electric light.

MATIANA—steel, screw, owners British India Co., built by A. & J. Inglis, Glasgow, 1894. R.T. 5,264, length 420·4, breadth 49·1, depth 29·5; engines, triple, by builders, speed 13 knots; No. of pass. 38 first, 25 second, electric light.

MATINA — steel, screw, owners Elders & Fyffes, Ltd., built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle-on-Tyne, 1904. R.T. 3,870, length 350·4, breadth 46·1, depth 29·4; engines, triple, by Wallsend Slipway Co., Ltd., electric light, speed 12 knots; No. of pass. 12 first.

MAURETANIA—steel, quadruple, screw, owners Cunard Line, built by Swan Hunter & Wigham, Richardson Ltd., Newcastle-on-Tyne. R.T. 33,200, length 787·6, breadth 88·0, depth 60·6; engines, steam turbines, I.H.P. 65,000, speed 25 knots; No. of pass. 500 first, 500 second.

MAZAGON—steel, screw, owners P. & O. Company, built by A. Stephen & Sons, Glasgow, 1894. R.T. 4,997, length 400·0, breadth 48·0, depth 21·8; engines, triple, by builders, I.H.P. 2,500, speed 11 knots; electric light.

MEDIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1889. R.T. 11.984, length 550·0, breadth 63·0, depth 39·91; engines, quadruple, by builders, I.H.P. 4,800, speed 13½ knots, electric light.

MEILEE—steel, screw, owners Norddeutscher Lloyd, built by S. C. Farnham & Co., Shanghai, 1900. R.T. 1,300, length 247·7, breadth 30·0, depth, 11·9; engines, triple, by builders, I.H.P. 750.

MELITA BOHLEN—iron, screw, owners Woermann Line, built by Reiherst., Hamburg, 1883. R.T. 1,993, length 286·4, breadth 37·11, depth 24·3; engines, compound, by builders, I.H.P. 850, speed knots; No. of pass. 14 first, 15 second, electric light.

MELVILLE—steel, screw, owners Elder, Dempster Shipping, Ltd., built by R. Duncan & Co., Ltd., Port Glasgow, 1902. R.T. 4,439, length 385·0, breadth 48·8, depth 29·9; engines, triple, by Rankin and Blackmore, Greenock.

MEMNON—steel, screw, owners African S.S. Co., built by Harland & Wolff, Belfast, 1890. R.T. 3,176, length 345·6, breadth 40·9, depth 26·7; engines, triple, by builders, I.H.P. 1600, speed 10¼ knots, electric light.

MEMPHIS—steel, screw, owners Kosmos Line, built by Reiherstg Schiffsw, Hamburg, 1894. R.T. 3,815, length 343·1, breadth 43·5, depth 25·8; engines, triple, by Reiherst Maschineuf, Hamburg, I.H.P. 1,600, speed 11 knots; No. of pass. under 12 first, under 10 second, electric light.

MENDOZA—steel, screw, owners Pacific Steam Nav. Co., built by R Napier & Sons, Glasgow, 1879. R.T. 2,160, length 320·0, breadth 40·2, depth 20·0, engines, compound, by builders.

MENES—steel, screw, owners Kosmos Steamship Company, built by Flensburger Schiffsbau Ges., 1893. R.T. 3,258, length 322·5, breadth 42·1, depth 24·4; engines, triple, by Flensburger Schiffsbau Ges., I H.P. 1,400, speed 11 knots; No. of pass. 14 first, 16 second, 30 third, electric light.

MENES—steel, screw, owners Moss Steamship Co., built by R. Napier & Sons, Ltd., Glasgow, 1895. R.T. 2,495, length 320·5, breadth 38·2, depth 23·1; engines, triple, by builders.

MENOMINEE—steel, screw, owners Red Star Line, built by Stephen & Sons, Ltd. R.T. 6,919, length 475·0, breadth 34·8, depth 52·3; engines, by Stephen & Sons, I.H.P. 5,000, speed 13½ knots; No. of pass. 131 first, electric light.

MERA—steel, screw, owners Kosmos Line, built by Charles Connell and Co., Glasgow, 1901. R.T. 3,078, length 113 meters, breadth 14½ meters, depth 8½ meters; engines, triple, by Dunmuir & Jackson, Glasgow, I.H.P. 2,000, speed 12 knots; No. of pass. 25 first, 16 second, 60 third, electric light.

MERCUR—steel, screw, owners Norddeutscher Lloyd, built by G. Seebeck Ges., 1895. R.T. 124, length 95·7, breadth 18·9, depth 10·5; engines, triple, by builders.

MERIONETHSHIRE—steel, screw, owners Shire Line, built by Sunderland Shipbuilding Co., 1895. R.T. 3,012, length 343·0, breadth 41·1, depth 26·0; engines, triple, by N.E Marine Engineering Co., Ltd., Sunderland; No. of pass. 12 first.

MESABA—steel, screw, owners Atlantic Transport Co., built by Harland & Wolff, Ltd. Gross R.T. 6,833, length 482·1, breadth 52·25, depth 35·3; engines, by builders. I.H.P. 5,000, speed 14 knots; No. of pass. 151 first, electric light.

MEXICO—steel, twin-screw, owners Pacific Steam Navigation Co., built by Caird & Co., Greenock, 1902, length 400·0, breadth 52·0, depth 29·0, I.H.P. 5,000; No. of pass. 130 first.

MEXICO—steel, twin-screw, owners Ward Line, built by W. Cramp, Philadelphia, 1898. R.T. 5,000. Length 360·0, breadth 50·0, depth 32·2; engines, triple, by builders, electric light.

MIAMI — steel, screw, owners Elders & Fyffes, Ltd., built by Barclay, Curle & Co., Ltd., Glasgow, 1904. R.T. 3,762, length 350·8, breadth 46·2, depth 29·9; engines, triple, by builders, electric light, speed 12 knots; No. of pass. 12 first.

MILTIADES—steel, twin-screw, managers Geo. Thompson and Co., Ltd., built by Alex. Stephen & Sons, 1903. R.T. 6,800, length 475·0, breadth 55 0, depth 33·0; engines, triple, by builders, speed 15 knots, electric light; No. of pass. 83.

MILWAUKEE—steel, screw, owners Canadian Pacific Railway, built by C. S. Swan & Hunter, Ltd., Newcastle, 1897. R.T. 7,323, length 470·0 breadth 56·1, depth 31·9; engines, triple, by N.E. Marine Co., Ltd., Newcastle, electric light.

MINNEAPOLIS—steel, twin-screw, owners Atlantic Transport Co., built by Harland & Wolff, Belfast, 1900. R.T. 13,401, length 600·7, breadth 65·5, depth 39·7; engines, quadruple, by builders; electric light.

MINNEHAHA—steel, twin-screw, owners Atlantic Transport Co., built by Harland & Wolff, Belfast, 1900. R.T. 13,401, length 600·0, breadth 65·0, depth 44·0; engines, quadruple, by builders; electric light.

MINNETONKA—steel, twin-screw, owners Atlantic Transport Line, built by Harland & Wolff, Ltd., Belfast, 1901. R.T. 13,398, length 600·7, breadth 65·5, depth 39·7; engines, quadruple, by builders.

MIOWERA—steel, screw, owners Canadian Australian Line, built by C. S. Swan & Hunter, Newcastle, 1892. R.T. 3,393, length 360·0, breadth 42·2, depth 28·0; engines, triple, by Wallsend Slipway and Engineering Co., Newcastle, I.H.P. 4,500, speed 15 knots; No. of pass. 112 first, 60 second, electric light.

MOLDAVIA—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Ltd., Greenock, 1903. R.T. 9,500, length 520·6, breadth 58.3, depth 24·8; engines, triple, by builders, electric light.

MOLTKE—steel, twin-screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1901. R.T. 12,335, length 525·0, breadth 62·0, depth 35·9; engines, quadruple, by builders.

MOMBASSA—steel, screw, owners British India Co., built by J. Laing, Sunderland, 1889; R.T. 4,662, length 404·0, breadth 47·3, depth 20·1; engines, triple, by G. Clark, Sunderland, speed 12½ knots; No. of pass. 36 first, 20 second, electric light.

MONARCH—steel, screw, owners Elder, Dempster Shipping, Ltd., built by C. S. Swan & Hunter, Ltd., Wallsend, 1897. R.T. 7,296, length 470·0, breadth 56·0, depth 34·9; engines, triple, by Wallsend Slipway Co., Ltd., Wallsend.

MONGOLIA—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Ltd., Greenock, 1903. R.T. 9,505, length 520·9, breadth 58·3, depth 24·8; engines, triple, by builders, I.H.P. 12,000, speed 18½ knots, electric light.

MONGOLIA—steel, twin-screw, owners Pacific Mail S.S. Co., built by Newport News Shipbuilding and Dry Dock Co., 1904. R.T. 13,639, length 615·8, breadth 65·0, depth 10·0; engines, quadruple, speed 20 knots, electric light; No. of pass. 216 first.

MONGOLIAN—steel, screw, owners Allan and State Lines, built by D. & W. Henderson & Co., Glasgow, 1891. R.T. 4,838, length 400·0, breadth 45·2, depth 23·3; engines, triple, by builders.

MONMOUTH—steel, screw, owners Canadian Pacific Railway, built by Sir Raylton Dixon & Co., Ltd., Middlesborough, 1900. R.T. 4,200, length 375·0, breadth 48·0, depth 25·7; engines, triple, by Sir C. Furness, Westgarth & Co., Ltd., Middlesborough.

MONMOUTHSHIRE—steel, screw, owners Shire Line, built by Sunderland Shipbuilding Co., 1902. R.T. 5,092, length 400·0, breadth 52·0, depth 31·0; engines, triple, by builders; No. of pass. 30 first.

MONROVIA—steel, screw, owners African S.S. Co., built by Sir R. Dixon & Co., Middlesbro', 1890. R.T. 2,402, length 297·5, breadth 40·1, depth 18·7; engines, triple, by T. Richardson & Sons, Hartlepool, I.H.P. 1,000, speed 9½ knots.

MONTCALM—steel, screw, owners Canadian Pacific Railway, built by Palmers' Co., Ltd., Newcastle. 1897. R.T. 5,505, length 445·0, breadth 52·5, depth 27·6; engines, triple, by builders, electric light and ref. machinery.

MONTEAGLE—steel, twin-screw, owners Canadian Pacific Railway, built by Palmers' Co., Ltd., Newcastle, 1899 R.T. 5,948, length 445·0, breadth 52·2, depth 27·7; engines, triple, by builders, electric light and ref. machinery.

MONTEBELLO—owners Wilson Line, built by Richardson, Duck and Co., Stockton, 1890. R.T. 1,735, length 276·0, breadth 35·0, depth 15·6; engines, triple, by Amos & Smith, Hull, speed 13 knots; No. of pass. 69, electric light.

MONTENEGRO—steel, screw, owners Elder, Dempster Shipping, built by D. & W. Henderson & Co., Glasgow, 1898. R.T. 4,408, length 375·0, breadth 50·0, depth 28·8; engines, triple, by builders.

MONTE VIDEO—steel, screw, owners Compania Transatlantica, built by W. Denny & Bros., Dumbarton, 1889. R.T. 5,297, length 410·5, breadth 48·2, depth 29·4; engines, quadruple, by builders, speed 14 knots; No. of pass. 150 first, 69 second, electric light.

MONTEZUMA—steel, twin-screw, owners Canadian Pacific Railway, built by A. Stephen & Sons, Glasgow, 1899. R.T. 7,345, length 485·0, breadth 59·0, depth 30·5; engines, triple, by builders.

MONTFORT—steel, twin-screw, owners Canadian Pacific Railway, built by Palmers' Co., Ltd., Newcastle, 1899. R.T. 5,519, length 445·0, breadth 52·2, depth 27·8; engines, triple, by builders, electric light and ref. machinery.

MONTREAL—steel, twin-screw, owners Canadian Pacific Railway, built by C. S. Swan & Hunter, Ltd., Newcastle, 1900. R.T 8,644, length 469·5, breadth 56·2, depth 31·9; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, electric light.

MONTROSE—steel, screw, owners Canadian Pacific Railway, built by Sir Raylton Dixon & Co., Ltd. Middlesboro', 1897. R.T. 7,094, length 444·3, breadth 52·0, depth 27·5; engines, triple, by T. Richardson, West Hartlepool, electric light.

MOOLTAN—steel, twin-screw, owners P. & O. Co., built by Caird & Co., Ltd., Greenock, 1905. R.T. 9,621, length 520·4, breadth 58·3, depth 33·2; engines, quadruple, by builders, I.H.P. 13,000, speed 18½ knots; No. of pass. 357 first, 162 second, electric light.

MORAVIAN—steel, screw, managers Geo. Thompson & Co., Ltd., built by R. Napier & Sons. R.T. 4,573, length 390·4, breadth 47·0, depth 29·5; engines, triple, by builders, I.H.P. 4,000, speed 14 knots; No. of pass, 50 first, electric light.

MOROCCO—iron, screw, owners Forwood Line, built by Harland and Wolff, 1879. R.T. 2,042, length 321·0, breadth 34·7, depth 22·8; engines, triple, by D. Rollo & Sons, 1896, speed 12 knots; No. of pass. 40 first, electric light.

MOUNT ROYAL—steel, screw, owners Canadian Pacific Railway, built by C. S. Swan & Hunter, Ltd., Newcastle, 1898. R.T. 7,064, length 470·0, breadth 56·0, depth 32·0, engines, triple, by Cen. Mar. Eng. Works, West Hartlepool, electric light.

MOUNT TEMPLE—steel, twin-screw, owners Canadian Pacific Railway, built by Armstrong, Whitworth & Co., Ltd., Newcastle, 1901. R.T. 8,790, length 485·0, breadth 59·0, depth 30·4; engines, triple, by Wallsend Slipway Co., Ltd.

MÖWE—iron, screw, owners Argo S.S. Co., built by J. C. Tecklenborg, Geestemünde, 1882. R.T. 1,094, length 210·6, breadth 31·7, depth 15·0; engines, compound, by O. Henniges & Co., Berlin, speed 11 knots; No. of pass. 28 first, 35 second.

MPANJAKA—steel, screw, owners Messageries Maritimes, built by Messageries Maritimes, La Ciotat, 1889. R.T. 685, length 209·3, breadth 26·1, depth 15·5; engines, triple, by Forges & Co., I.H.P. 450, electric light.

MURAJI—steel, screw, owners Elder, Dempster Shipping, built by Clyde S. & E. Co., Ltd., Port Glasgow, 1904. R.T. 3,238, length 350·0, breadth 48·6, depth 22·3; engines, triple, by builders.

MURISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by Wood, Skinner & Co. R.T. 2,716, length 306·5, breadth 43·2, depth 19·5; engines, triple, by N. E. Marine Co., Ltd., I.H.P. 1,100, speed 10 knots; No of pass. 12 first.

NAHIMOFF—iron, screw, owners Russian Steam Navigation Co., built by Samuda Bros., London, 1865. R.T. 1,673, length 267·1, breadth 36·1, depth 26·8; engines, compound, by Penn, London.

NAJADE—steel, paddle, owners Norddeutscher Lloyd, built by F. Schichau, Elbing, 1894. R.T. 725, length 233·6, breadth 29·6, depth 11·9; engines, triple, by builders.

NARBONNE—steel, twin-screw, owners Moss S.S. Co., built by Irvine Shipbuilding Co., 1903. R.T. 1,075, length 230·1, breadth 34·2, depth 14·6; engines, triple, by J. G. Kincaid & Co., speed 12 knots, electric light.

NARRUNG—steel, screw, owners Lund's Blue Anchor Line, built by Sunderland Shipbuilding Co., Sunderland, 1896. R.T. 5,078, length 400·0, breadth 47·6, depth 20·2; engines, quadruple, by Wigham, Richardson & Co., Newcastle, electric light.

NATAL—iron, screw, owners Messageries Maritimes, built by owners, 1882. R.T. 4,074, length 413·9, breadth 39·7, depth 32·8; engines, compound, by builders, I.H.P. 3,400, electric light.

NAVARRE—steel, twin-screw, owners Moss S.S. Co., built by Irvine Shipbuilding Co., 1903. R.T. 1,075, length 230·1, breadth 34·2, depth 14·0; engines, triple, by J. G. Kincaid & Co., Greenock, speed 11 knots, electric light.

NAVUA—steel, twin-screw, owners Union Steamship Co. of New Zealand, Ltd., built by D. J. Dunlop & Co., Port Glasgow, 1904. R.T. 2,500, length 300·0, breadth 42·0, depth 20·3; engines, triple, by builders, speed 13 knots, electric light. No. of pass. 65 first, 40 second. Clayton's fire extinguisher, &c. For Fiji trade.

NECKAR—steel, twin-screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg & Co, Geestemünde, 1901. R.T. 11,200, length 497·8, breadth 58·0, depth 37·0; engines, quadruple, by builders, I.H.P. 5,500.

NEKO—steel, screw, owners Kosmos Line, built by Armstrong, Mitchell & Co., Newcastle, 1891. R.T. 3,648, length 345·0, breadth 43·7, depth 25·8; engines, triple, by Wallsend Slipway Co., Newcastle, speed 11 knots; No. of pass. under 16 first, under 10 second, electric light.

NERA—steel, screw, owners Messageries Maritimes, built by owners, 1889. R.T. 5,538, length 452·6, breadth 45·9, depth 32·5; engines, triple.

NEWARK CASTLE—steel, twin-screw, owners Union-Castle Line, built by Barclay, Curle & Co., Glasgow, 1901. R.T. 625·2, length 415·0, breadth 51·0, depth 38·0; engines, triple, by builders. I.H.P. 3,000, speed 12 knots; No. of pass. 12, electric light.

NEWPORT—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach & Son, Chester, Pa., 1880. R.T. 2,735, length 326·0, breath 38·2, depth 23·9; engines, compound, by builders.

NEW YORK—steel, twin-screw, owners American Line, built by J. & G. Thomson, Glasgow, 1888. R.T. 10,803, length 527·6, breadth 63·2, depth 22·0; engines, triple, by builders, I.H.P. 20,000, speed 20½ knots; No. of pass. 400 first, 250 second, electric light.

NICARAGUAN—steel, screw, owners F. Leyland & Co., built by Barclay, Curle & Co., Glasgow, 1891. R.T. 3,643, length 370·0, breadth 43·0, depth 25·9; engines, triple, by builders, I.H.P. 2,165, speed 12 knots; No. of pass. 30 first, electric light.

NICOYA — steel, screw, owners Elders & Fyffes, Ltd., built by Alex. Stephen & Sons, Glasgow, 1905. R.T. 3,911, length 365·5, breadth 46·2, depth 29·6; engines, triple, by builders, electric light, speed 13 knots; No. of pass. 12 first.

NIEUW AMSTERDAM—steel, twin-screw, owners Holland-America Line, built by Harland & Wolff, Ltd., Belfast, 1905. R.T. 17,250, length 615·11½, breadth 68·0, depth 48·0; engines, quadruple, by builders, speed 16 knots; No. of pass. 409 first, 246 second, electric light.

NIGARISTAN—steel, screw, owners Anglo-Algerian S.S. Co., built by R. Cragg & Son. R.T. 2,366, length 300·0, breadth 43·0, depth 19·3, engines, triple, by W. Allan & Co., Ltd., I.H.P. 1,050, speed 9½ knots; No. of pass. 3 first.

NIGERIA—steel, screw, owners African S.S. Co., built by Sir R. Dixon & Co., Ltd., Middlesbro', 1901. R.T. 3,755, length 352·0, breadth 44·0, depth 26·0; engines, triple, by Richardson, Westgarth & Co.

NILE—steel, screw, owners Royal Mail Steam Packet Co., built by J. & G. Thomson, Glasgow, 1893. R.T. 5,946, length 420·0, breadth 52·0, depth 33·5; engines, triple, by builders, I.H.P. 3,208, speed 12 knots; No. of pass. 224 first, 22 second, electric light.

NIPPON MARU—steel, twin-screw, owners Toyo Kisen Kaisha, built by Sir J. Laing, Sunderland, 1898. R.T. 6,048, length 431·0, breadth 50·7, depth 29·7; engines, triple, by G. Clark, Sunderland, electric light.

NIXE—steel, paddle, owners Norddeutscher Lloyd, built by G. Seebeck, Bremen, 1899. R.T. 800, length 247·6, breadth 30·3, depth 11·9; engines, triple, by builders, electric light.

NOORDAM—steel, twin-screw, owners Holland-America Line, built by Harland & Wolff, Belfast, 1902. R.T. 12,600, length 560·0, breadth 62·0, depth 43·6; engines, triple, by builders, speed 15 knots, electric light; No. of pass. 280 first, 200 second.

NORDERNEY—owners Norddeutscher Lloyd. R.T. 5,649, I.H.P. 2,000; No. of pass. 12 first.

NORMAN—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Belfast, 1894. R.T. 7,537, length 490·8, breadth 53·2, depth 37·6; engines, triple, by builders; No. of pass. 170 first, 100 second, electric light.

NORMAN PRINCE—steel, screw, owners Prince Line, Ltd., built by Short Bros., Sunderland, 1900. R.T. 3,278, length 352·7, breadth 45·1, depth 26·7; engines, triple, by N. E. Marine Co., Ltd., Sunderland, speed 12 knots; No. of pass. 12 first, electric light.

NORMANDY—steel, screw, owners David MacIver & Sons, built by Sir Raylton Dixon & Co., Middlesbro', 1895. R.T. 2,419, length 294·9, breadth 41·3, depth 17·9; engines, triple, by Blair & Co., Ltd., Stockton, I.H.P. 1,500, speed 11 knots; No. of pass. 6 first, 5 second.

NORSEMAN—steel, twin-screw, owners Dominion Line, built by Harland & Wolff, Ltd. R.T. 9,546, length 500·7, breadth 62·3, depth 33·9; engines, quadruple, by builders, electric light.

NUBIA—steel, screw, owners Hamburg-American Line, built by W. Gray & Co., Ltd., West Hartlepool, 1900. R.T. 3,494, length 337·6, breadth 51·1, depth 24·4; engines, triple, by Central Marine English Works, West Hartlepool, electric light.

NUBIA—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1895. R.T. 5,914, length, 430·0, breadth 49·3, depth 29·9; engines, triple, by builders, I.H.P. 4,500, speed 13½ knots; No. of pass. 81 first, 62 second, electric light.

NUEN TUNG—steel, twin-screw, owners Norddeutscher Lloyd, built by G. Seebeck, A.G., Bremerhaven, 1900. R.T. 1,341, length 250·8, breadth 34·1, depth 18·5; engines, triple, by builders, I.H.P. 900.

NUMIDIA—steel, screw, owners Hamburg-American Line, built by W. Gray & Co., Ltd., West Hartlepool, 1900. R.T. 3,044; engines, triple, by builders, electric light.

NUMIDIAN—steel, screw, owners Allan Line, built by D. and W. Henderson & Co., Glasgow, 1891. R.T. 4,836, length 400·0, breadth 45·2, depth 23·3; engines, triple, by builders.

NYANGA—steel, screw, owners Elder, Dempster Shipping, Ltd., built by W. Dobson & Co., Ltd., Newcastle, 1900. R.T. 3,066; length 325·0, breadth 45·0, depth 26·3; engines, triple, by N.E. Marine Co., Ltd., Newcastle.

OBIDENSE—steel, twin-screw, owners Booth Line, built by Thos. Royden & Sons, Liverpool, 1890. R.T. 2,380, length 300·0, breadth 37·1, depth 23·4; engines, triple, by Fawcett, Preston & Co., Liverpool, speed 13½ knots; No. of pass. 82 first, electric light.

OCEANA—steel, screw, owners P. & O. Company, built by Harland & Wolff, Belfast, 1888. R.T. 6,603, length 468·4, breadth 52·0, depth 26·8; engines, triple, by builders, I.H.P. 7,500, speed 16½ knots; No. of pass. 251 first, 159 second, electric light.

OCEANIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1899. R.T. 17,274, length 704·0, breadth 68·0, depth 44·0; engines, triple, by builders, I.H.P. 28,000, speed 21 knots; No. of pass. 563 first, 254 second, electric light.

OCEANIEN—iron, screw, owners Messageries Maritimes, built by owners, 1884. R.T. 4,260, length 416·7, breadth 41·7, depth 30·9; engines, triple, by builders, I.H.P. 4,000, electric light.

ODESSA—steel, screw, owners Russian Steam Navigation Co., built by Laird Bros., Liverpool, 1889. R.T. 3,908, length 374·0, breadth 44·3, depth 22·2; engines, triple, by builders, electric light.

OLDENBURG—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Glasgow, 1890. R.T. 5,006, length 415·0, breadth 48·0, depth 31·3; engines, triple, by builders, I.H.P. 3,200, speed 13 knots; No. of pass. 42 first, 36 second, electric light.

OLENDA—steel, screw, owners British & African Steam Navigation Co., built by Barclay, Curle & Co., Glasgow, 1898. R.T. 3,171, length 345·0, breadth 42·2, depth 23·0; engines, triple, by builders, electric light.

OLYMPIA—steel, screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1902. R.T. 5,124, length 400·0, breadth 49 0, depth 30·9; engines, triple, by builders, speed 11½ knots.

OMRAH—steel, twin-screw, owners Orient Royal Mail Line, built by Fairfield Co., Glasgow, 1899. R.T. 8,291, length 490·0, breadth 56 7, depth 34·2; engines, triple, by builders, I.H.P. 10,000, speed 18 knots; No. of pass. 161 first, 162 second, electric light.

OPAWA—steel, twin-screw, owners New Zealand Shipping Co., built by Wm. Denny & Bros., Dumbarton, 1907. R.T. 7,230, length 460·0, breadth 60·0, depth 31·0; engines, triple, by builders, I.H.P. 5,000, speed 14 knots, electric light.

OPHIR—steel, twin-screw, owners Orient Royal Mail Line, built by R. Napier & Sons, Glasgow, 1891. R.T. 6,910, length 465·0, breadth 53·4, depth 34·1; engines, triple, by builders, I.H.P. 10,000, speed 18 knots; No. of pass. 220 first, 150 second, electric light.

ORACABESSA — steel, screw, owners Elders & Fyffes, Ltd., built by W. Doxford & Sons, Ltd., Sunderland, 1894. R.T. 3,459, length 345·0, breadth 41·2, depth 18·7; engines, triple, by builders, electric light, speed 11 knots; No. of pass. 6 first.

ORANJE—steel, screw, owners Nederland S.S. Co., built by Scheepsbouw Etablissement Teymoord, Rotterdam. R.T. 4,500, length 394·0, breadth 45·0, depth 30·7; engines, quadruple, by builders, I.H.P. 4,000, electric light.

ORANJE NASSAU—iron, screw, owners Royal Dutch West India Mail Line, built by Royal Shipbuilding Co., Amsterdam, 1883. R.T. 1,304, length 235·5, breadth 33·3, depth 19·3; engines, compound, by builders, speed 15 knots; No. of pass. 12 first, 12 second.

ORARI—steel, twin-screw, owners New Zealand Shipping Co., built by Wm. Denny & Bros., Dumbarton, 1906. R.T. 7,207, length 460·0, breadth 60·0, depth 31·0; engines, triple, by builders, I.H.P. 5,000, speed 14 knots, electric light.

ORAVIA—steel, twin-screw, owners Pacific Steam Navigation Co., built by Harland & Wolff, Belfast, 1897. R.T. 5,321, length 421·0, breadth 48·8, depth 33·0; engines, triple, by builders.

ORCANA—steel, screw, owners Pacific Steam Nav. Co., built by Harland & Wolff, Belfast, 1893. R.T. 4,803, length 401, breadth 47·6, depth 27·6, engines, triple, by builders.

ORELLANA—steel, screw, owners Pacific Steam Navigation Co., built by Harland & Wolff, Belfast, 1893. R.T. 4,821, length 401·0, breadth 47·6, depth 19·9; engines, triple, by builders.

ORIENT—iron, screw, owners Orient Royal Mail Line, built by the Fairfield Co., Glasgow, 1879. R.T. 5,631, length 445·6, breadth 46·3, depth 35·1; engines, triple, by builders, I.H.P. 7,500, speed 17 knots; No. of pass. 109 first, 142 second, electric light.

ORIENTAL—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1889. R.T. 5,284, length 410·5, breadth 48·0, depth 26·0; engines, triple, by builders, I.H.P. 6,000, speed 16 knots; No. of pass. 170 first, 96 second, electric light.

ORINOCO—steel, screw, owners Royal Mail Steam Packet Co., built by Caird & Co., Greenock, 1886. R.T. 4,581, length 409·7, breadth 45.0, depth 25·4; engines, triple, by builders, I.H.P. 5,863, speed 13½ knots; No. of pass. 257 first, 26 second, electric light.

ORISSA—steel, twin-screw, owners Pacific Steam Navigation Co., built by Harland & Wolff, Belfast, 1895. R.T. 5,317, length 421·0, breadth 48·8, depth 33·0; engines, triple, by builders.

ORIZABA—steel. screw, owners Pacific Steam Navigation Co., built by Barrow Shipbuilding Co., Barrow, 1886. R.T. 6,298, length 460·0, breadth 49 3, depth 19·4; engines, triple, by builders, speed 16½, knots; No. of pass. 126 first, 154 second, electric light.

ORIZABA—steel, screw, owners Ward Line, built by Delaware River Co., Chester, Pa., 1890. R.T. 3,497, length 336·2, breadth 43·2, depth 22·0; engines, triple, by builders, I.H.P. 2,600, speed 14 knots; No. of pass. 80 first, 30 second, electric light.

ORLANDO—owners Wilson Line, built by Earle's Shipbuilding Co., Hull. R.T. 1,610, length 274·0, breadth 32·2, depth 19·0; engines, triple, by Amos and Smith, speed 12 knots; Babcock Water Tube Boilers; No. of pass. 76 first, 14 second, electric light.

ORMUZ—steel, screw, owners Orient Royal Mail Line, built by the Fairfield Co., Glasgow, 1886. R.T. 6,387, length 465·5, breadth 52·1, depth 34·1; engines, triple, by builders, I.H.P. 9,000, speed 18 knots; No. of pass. 166 first, 170 second, electric light.

ORON—steel, screw, owners British & African Steam Navigation Company, built by Barclay, Curle & Co., Glasgow, 1898. R.T. 3,171, length 345·0, breadth 42·2, depth 23·0, engines triple, by builders, electric light.

ORTONA—steel, twin-screw, owners Orient Royal Mail Line, built by Vickers, Sons & Maxim, Ltd., Barrow, 1899. R.T. 7,945, length 500·0, breadth 55·3, depth 33·7; engines, triple, by builders.

ORONTES—steel, twin-screw, owners Orient Royal Mail Line, built by the Fairfield Co., Ltd., Glasgow. R.T. 9,023, length 513·0, breadth 58·2, depth 34·4; engines, quadruple, by builders, I.H.P. 10,000.

OROPESA—steel, twin-screw, owners Pacific Steam Navigation Co., built by Harland & Wolff, Belfast, 1895. R.T. 5,303, length 421·0, breadth 48·8, depth 33·0; engines, triple, by builders; electric light.

OROTAVA—steel, screw, owners Forwood Line, built by W. Dobson & Co., Newcastle, 1897. R.T. 1,621, length 242 5, breadth 35 3, depth 16·7; engines, triple, by J. Dickinson & Sons, Ltd., Sunderland, I.H.P. 1,000, speed 11½ knots; No. of pass. 31 first, electric light.

OROTAVA—steel, screw, owners Orient Royal Mail Line, built by Naval Construction and Armaments Co., Ltd., Barrow, 1889. R.T. 5,858, length 430·0, breadth 49·3, depth 34·2; engines, triple, by builders.

OROYA—steel, screw, owners Royal Mail Steam Packet Co., built by Barrow Shipbuilding Co., 1886. R.T. 6,297, length 460·0, breadth 49·3, depth 35·3; engines, triple, by builders, I.H.P. 7,000, speed 16 knots; No. of pass. 126 first, 154 second, electric light.

ORTONA—steel, twin-screw, owners Royal Mail Steam Packet Co., built by Vickers, Sons & Maxim, Barrow, 1899. R.T. 7,945, length 498·0, breadth 55·0, depth 37·0; engines, triple, by builders, I.H.P. 10,000, speed 18 knots; No. of pass. 322 first and second, electric light.

ORUBA—steel, screw, owners Orient Royal Mail Line, built by Naval Construction and Armaments Co., Barrow, 1889. R.T. 5,857, length 430·0, breadth 49·3, depth 34·2; engines, triple, by builders, I.H.P. 7,000, speed 15 knots; No. of pass. 126 first, 120 second, electric light.

OSIRIS—steel, screw, owners Kosmos Line, built by Blohm & Voss, Hamburg, 1890. R.T. 2,532, length 321·2, breadth 40·0, depth 23·3; engines, triple, by builders, I.H.P. 1,200; No. of pass. under 24 first, under 28 second, electric light.

OSIRIS—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Greenock, 1898. R.T. 1,800, length 300·0, breadth 37·0, depth 19·3; engines, triple, by builders, I.H.P. 6,500, speed 21 knots; No. of pass. 72 first, electric light.

OSWESTRY GRANGE—steel, twin-screw, owners Houlder Line, built by Workman, Clark & Co., Ltd., Belfast, 1901. R.T. 6,500, length 450·0, breadth 55·0, depth 33·4; engines, triple, by builders, I.H.P. 3,500, speed 13 knots; No of pass. 25 first, 15 second, electric light.

OTTAWA—iron, screw, owners Dominion Line, built by Harland & Wolff, Belfast, 1874. R.T. 5,071, length 455·0, breadth 45·2, depth 34·0; engines, triple, by builders, electric light.

OTTOMAN—steel, screw, owners Dominion Line, built by Laird Bros., Birkenhead, 1890. R.T. 4,843, length 403·8, breadth 45·6, depth 25.2; engines, triple, by builders, electric light.

OTTO WOERMANN—steel, screw, owners Woermann Line, built by Act. Ges. Neptun, Rostock, 1898. R.T. 1,234, length 233·6, breadth 35·1, depth 14·2; engines, triple, by builders

OVINGDEAN GRANGE—steel, screw, owners Houlder Line, built by R. Dixon & Co., Middlesbro', 1890. R.T. 2,413, length 297·3, breadth 40·2, depth 18·7; engines, triple, by T. Richardson & Sons, Hartlepool, I.H.P. 2,000, speed 10½ knots; No. of pass. 6 to 8 first, 8 second, electric light.

PACIFIQUE—steel, screw, owners Messageries Maritimes, built by owners, 1899 R.T. 2,379, length 312·3, breadth 38·0, depth 29·7; engines, compound, by builders, I.H.P. 2,000, electric light.

PACUARE — steel, screw, owners Elders & Fyffes, Ltd., built by Workman & Clark, Belfast, 1905. R.T. 3,897, length 367·3, breadth 46·8, depth 29·3; engines, triple, by builders, electric light, speed 13 knots; No.of pass. 12 first.

PAKEHA—steel, screw, owners Shaw, Savill & Albion Line, built by Ropner & Sons. R.T. 4,331, length 364·8, breadth 47·0, depth 26·9. engines, triple, by Blair & Co., I.H.P. 3,000, speed 10 knots electric light.

PALAWAN—steel, screw, owners P. & O. Company, built by Caird and Co., Greenock, 1895. R.T. 4,686, length 400·1, breadth 46·7, depth 28·0; engines, triple, by builders, I.H.P. 3,000, speed 13½ knots; No of pass. 49 first, 25 second, electric light.

PALERMO—steel, twin-screw, owners P. & O. Company, built by Barclay, Curle & Co., Ltd., Glasgow, 1903. R.T. 7,597, length 479·5, breadth 57·2, depth 32·5; engines, triple, by builders, electric light.

PALMA—steel, twin-screw, owners P. & O. Company, built by Workman, Clark & Co., Ltd., Belfast, 1903. R.T. 7,632, length 480·0, breadth 57·2, depth 32·7; engines, triple, by builders, electric light.

PANAMA—steel, twin-screw, owners Pacific Steam Navigation Co., built by Fairfield Co., Glasgow, 1902. Length 400·0, breadth 52·0, depth 29·0; I.H.P. 5,000, No. of pass. 130 first.

PANNONIA—steel, screw, owners Cunard Line, built by J. Brown & Co., Ltd., Glasgow, 1903. R.T. 9,851, length 486·5, breadth 59·3, depth 33; engines, triple, by builders, electric light.

PAPANUI—steel, screw, owners New Zealand Shipping Co., built by Wm. Denny & Bros. R.T. 6,372, length 430·0, breadth 54·0, depth 30·1; engines, triple, by Denny & Co., I.H.P. 4,000, speed 14 knots; No. of pass. 34 first, 45 second, electric light.

PAPAROA—steel, twin-screw, owners New Zealand Shipping Co., built by Wm. Denny & Bros. R.T. 6,563, length 430·0, breadth 54·0, depth 30·1; engines, triple, by Denny & Co., I.H.P. 4,000, speed 14 knots; No. of pass. 34 first, 45 second, electric light.

PARANA—steel, twin-screw, owners Royal Mail Steam Packet Company, built by Harland & Wolff, Belfast, 1904. R.T. 3,897, length 388·0, breadth 48.0; engines, triple, by builders, speed 12 knots, electric light.

PARDO—steel, twin-screw, owners Royal Mail Steam Packet Company, built by Harland & Wolff, Belfast, 1904. R.T. 3,897, length 388·0, breadth 48·0; engines, triple, speed 12 knots, electric light.

PARISIAN—steel, screw, owners Allan Line, built by R. Napier and Sons, Glasgow, 1881. R.T. 5,595, length 440·8, breadth 46·2, depth 25·2; engines, compound, by builders.

PARTHIA—steel, screw, owners Hamburg-American Line, built by Richardson, Duck & Co., Stockton, 1896. R.T. 2,714, length 300·0, breadth 42·0, depth 17·3; engines, triple, by Blair & Co, Ltd., electric light.

PATANI—steel, screw, owners Norddeutscher Lloyd, built by W. H. Potter & Sons, Liverpool, 1885. R.T 968, length 237·4, breadth 34·2, depth 15·4; engines, compound, by Fawcett, Preston & Co., Liverpool, I.H.P. 450.

PATRICIA—steel, twin-screw, owners Hamburg-American Line, built by Vulcan Shipbuilding Co., Stettin, 1899. R.T. 13,424, length 584·0, breadth 62·3, depth 37·1; engines, quadruple, by builders, electric light.

PAUL WOERMANN—steel, screw, owners Woermann Line built by Blohm & Voss, Hamburg, 1898. R.T. 2,238, length 290·4, breadth 38·2, depth 23·6; engines, triple, by builders.

P. DE SATRUSTEGUI—steel, screw, owners Compania Transatlantica, built by A. & J. Inglis, Glasgow, 1890. R.T. 4,638, length 410·0, breadth 46·1, depth 29·5; engines, triple, by builders, speed 14 knots; No. of pass. 120 first, 40 second, electric light.

PEGU—steel, screw, owners P. Henderson & Co.'s Line, built by W. Denny Bros., Dumbarton, 1900. R.T. 3,896, length 359·9, breadth 45·0, depth 26·4; engines, triple, by builders.

PENINSULA—iron, screw, owners Hall's Line, built by Bartram, Haswell & Co., Sunderland, 1877. R.T. 1,384, length 240·2, breadth 33·2, depth 23·1; engines, compound, by John Dickinson, Sunderland.

PENINSULAR—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1888. R.T. 5,287, length 410·5, breadth 48·0, depth 18·3; engines, triple, by builders, I.H.P. 6,000, speed 16 knots; No. of pass. 170 first, 96 second, electric light.

PENNSYLVANIA—steel, twin-screw, owners Hamburg-American Line, built by Harland & Wolff, Ltd., Belfast, 1896. R.T. 13,333, length 559·4, breadth 62·2, depth 30·0; engines, quadruple, by builders, electric light.

PENTAUR—steel, screw, owners Kosmos Line, built by Flensburger Schiffsbau Ges., 1892. R.T. 3,098, length 322·5, breadth 40·3, depth 24·4; engines, triple, by builders, I.H.P. 1,400, speed 10 knots; No. of pass. 16 first, 60 third, electric light.

PERA—steel, twin-screw, owners P. & O. Company, Ltd., built by Workman, Clark & Co., Belfast, 1903. R.T. 7.635, length 480·0, breadth 57·2, depth 32·7; engines, triple, by builders, I.H.P. 5,000, speed 14 knots, electric light.

PERSEPOLIS—steel, screw, owners Messageries Maritimes, built by C. J. Bigger, Londonderry, 1889. R.T. 1,807, length 271·0, breadth 35·2, depth 19·7; engines, triple, by D. Rollo & Sons, Liverpool, I.H.P. 1,400, electric light.

PERSIA—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Ltd., 1900. R.T. 7,900, length 499·9, breadth 54·0, depth 36·9; engines, triple, by builders.

PERSIA—iron, screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1883. R.T. 3,596, length 378·0, breadth 40·0, depth 28·0; engines, compound, by builders, I.H.P. 1,307, speed 11 knots; electric light.

PERSIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1899. R.T. 11,973, length 550·0, breadth 63·0, depth 39·91, engines, quadruple, by builders, I.H.P. 5,000, speed 13½ knots, electric light.

PERU—steel, screw, owners Pacific Steam Navigation Co., built by Union Ironworks, San Francisco, 1892. R.T. 3,528, length 336·0, breadth 45·9, depth 27·6; engines, triple, by builders.

PERUGIA—steel, screw, owners Anchor Line, built by D. W Henderson & Co., Glasgow, 1901. R.T. 4,348, length 375·0, breadth 47·0, depth 30·6; engines, triple, by builders. speed 13½ knots.

PESHAWUR—steel, twin-screw, owners P. & O. Co., built by Barclay, Curle & Co., Ltd., Glasgow, 1905. R.T. 7,634, length 479·5, breadth 57·3, depth 32·7; engines, triple, by builders, I.H.P. 4,700, speed 14 knots, electric light.

PHILADELPHIA—steel, twin-screw, owners American Line, built by J. & G. Thomson, Glasgow, 1888. R.T. 10,433, length 527·6, breadth 63·2, depth 22·0; engines, triple, by builders, I.H.P. 20,000, speed 20½ knots; No. of pass. 400 first, 250 second.

PHILADELPHIAN—steel, screw, owners Leyland Line, built by Harland & Wolff, Belfast, 1891. R.T. 5,120, length 442·5, breadth 45·2, depth 31·0; engines, triple, by builders, I.H.P. 2,500, speed 14 knots; No. of pass. 10 first, electric light.

PHILAE—steel, screw, owners Moss Steamship Co., Ltd., built by J. Blumer & Co., Sunderland, 1898. R.T. 2,769, length 319·5, breadth 46·1, depth 20·9; engines, triple, by N. E. Marine Eng. Co., Ltd., Sunderland.

PHILIPPEVILLE—steel, screw, owners Cie. Belge Maritime du Congo, built by Sir R. Dixon & Co., Ltd., Middlesbro', 1899. R.T. 4,091, length 370·0, breadth 46·0, depth 25·4; engines, triple, by Wallsend Co., electric light.

PHRA CHOM KLAO—steel, screw, owners Norddeutscher Lloyd, built by Caird & Co., Greenock, 1882. R.T. 1,568, length 264·7, breadth 35·1, depth 20·7; engines, compound, by builders, I.H.P. 1,200.

PIZARRO—steel, screw, owners Pacific Steam Navigation Co., built by R. Napier & Sons, Glasgow, 1879. R.T. 2,160, length 320·0, breadth 40·2, depth 20·6, engines, compound, by builders.

PLASSY—steel, twin-screw, owners P. & O. Co., built by Caird and Co., Ltd., Greenock, 1901. R.T. 7,405, length 450·0, breadth 54·2, depth 31·6; engines, triple, by builders.

POLARIS—steel, screw, owners Finland Line, built by Gourlay Brothers and Co., Dundee, 1898. R.T. 2,017, length 281·4, breadth 38·2, depth 13·7; engines, triple, by builders, I.H.P. 3,600, speed 14 knots; No. of pass. 70 first, 30 second, 500 third, electric light.

POLYCARP—steel, screw, owners Booth Line, built by Barclay, Curle & Co., Glasgow, 1896. G.T. 2966, length 322·0, breadth 42·3, depth 25·6; engines, triple expansion, by builders, speed 10 knots, electric light.

POLYNESIEN—steel, screw, owners Messageries Maritimes, built by Messageries Maritimes, La Ciotat, 1890. R.T. 6,506, length 482·3, breadth 49·2, depth 34·1; engines, triple, by builders, I.H.P. 7,200, electric light.

PONGOLA—iron, screw, owners Natal Line, built by A. McMillan and Son, Dumbarton, 1879. R.T. 1.449, length 250·2, breadth 329., depth 16·1; engines, compound, by J. & J. Thomson, Glasgow, I.H.P 800, speed 10 knots; No. of pass. 12 first.

PONTOS—steel, screw, owners Hamburg-American Line, built by J. Priestman & Co., Sunderland, 1900. R.T. 5,520, length 432·0, breadth 54·0, depth 28·0; engines, triple, by Blair & Co., Ltd., electric light.

POONA—steel, twin-screw, owners P. & O. Co., built by Barclay, Curle & Co., Ltd., Glasgow, 1905. R.T. 7,626, length 479·7, breadth 57·2, depth 32·6; engines, triple, by builders, I.H.P. 4,700, speed 14 knots, electric light.

PORT ANTONIO—steel, twin-screw, owners Imperial Direct West Indian Mail Service, built by Sir Raylton Dixon & Co., Middlesboro'-on-Tees, 1901. R.T. 4,455, length 385·0, breadth 46·6, depth 22·0; engines, triple, by Richardson, Westgarth & Co., speed 15 knots; No. of pass. 100 first, 50 second, electric light.

PORT HENDERSON—steel, screw, owners Imperial Direct West India Mail Service, built by W. Denny Bros., Dumbarton, 1884. R.T. 5,167, length 450·0, breadth 46·4, depth 32·1; engines, triple, by builders, electric light; No. of pass. 79 first, 37 second.

PORT KINGSTON—steel, twin-screw, owners Imperial Direct West India Mail Service Co., Ltd., built by A. Stephens & Son, Glasgow, 1904. R.T. 7,584, length 475·0, breadth 55·6, depth 36·0; engines, triple, by builders, speed 18·75 knots, electric light; No. of pass. 176 first, 44 second. Telephone communication and electric fans in every stateroom.

PORT MARIA—steel, screw, owners Imperial Direct West Indian Mail Service, built by Ramage & Ferguson. R.T. 2,900, length 334·7, breadth 35·0, depth 24·0; engines, triple, by builders, speed 15 knots; No of pass. 40 first, 16 second, electric light.

PORT ROYAL—steel, twin-screw, owners Imperial Direct West Indian Mail Service, built by Sir Raylton Dixon & Co., Middlesborough-on-Tees, 1901. R.T. 4,455, length 385·0, breadth 46·6, depth 22·0; engines, triple, by Richardson, Westgarth & Co., speed 15 knots; No. of pass. 100 first, 50 second, electric light.

PORTO NOVO—steel, screw, owners British and African S.N. Co. (1900), Ltd., built by D. J. Dunlop & Co., Port Glasgow, 1903. R.T. 603, length 202·0, breadth 30·0, depth 15·6; engines, compound, by builders.

POTARO—steel, twin-screw, owners Royal Mail Steam Packet Co., built by Harland & Wolff, Belfast, 1904. R.T. 3,897, length 388·0, breadth 48·0; engines, triple, by builders, speed 12 knots, electric light.

POTSDAM—steel, twin-screw, owners Holland American Line, built by Blohm & Voss, Hamburg. R.T. 12,600, length 565·0, breadth 62·0, depth 46·0; engines, triple, by builders; No. of pass. 250 first, 250 second, electric light.

PRAH—steel, screw, owners British and African and African S.S. Companies, built by W. Dobson & Co., Newcastle, 1899. R.T. 2,520, length 325·0, breadth 45·2, depth 19·5; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle

PRÄSIDENT—steel, screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1900. R.T. 3,400, length 320·0, breadth 40·0, depth 28·0; engines, triple, by builders, I.H.P. 1,400, speed 11 knots; No. of pass. 54 first, 42 second, electric light.

PRETORIA—steel, twin-screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1897. R.T. 13,190, length 561·0, breadth 62·2, depth 37·9; engines, quadruple, by builders, electric light.

PRETORIAN—steel, screw, owners, Allan Line, built by Furness, Withy & Co., Ltd., West Hartlepool, 1901. R.T. 5,800; engines, triple, by Richardsons, Westgarth & Co., Ltd.

PREUSSEN—steel, screw, owners Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1886. R.T. 5,295, length 454·3, breadth 45·0, depth 32·6; engines, triple, by builders, I.H.P. 3,500, speed 14 knots; No. of pass. 78 first, 60 second, electric light.

PRINCIPESA MARIA—steel, twin-screw, owners Serviciul Maritim Roman, built by Flli. Orlando, Leghorn, 1896. R.T. 1,605, length 289·0, breadth 34·5, depth 20·1; engines, triple, by builders, electric light.

PRINS DER NEDERLANDEN—steel, screw, owners Royal Dutch West India Mail Line, built by Blohm & Voss, Hamburg, 1902. R.T. 1,954, length 290·0, breadth 38·0, depth 18·8; engines by builders.

PRINS FREDERIK HENDRIK—iron, screw, owners Royal Dutch West India Mail Line, built by Royal Shipbuilding Co., Amsterdam, 1888. R.T. 1,642, length 261·0, breadth 36·0, depth 20·8; engines, triple, by builders, speed 15 knots; No. of pass. 12 first, 12 second, electric light.

PRINS HENDRIK—steel, screw, owners Nederland S.S. Co., built by Caird & Co., Ltd., Greenock, 1890. R.T. 3,500, length 360·1, breadth 43·1, depth 27·7; engines, triple, by builders, I.H.P. 3,500, electric light.

PRINS MAURITZ—steel, screw, owners Royal Dutch West India Mail Service, built by Blohm & Voss, Hamburg, 1900. R.T. 1,777, length 284·0, breadth 38·0, depth 19·8; engines by builders.

PRINS WILLEM I.—steel, screw, owners Royal Dutch West India Mail Line, built by Richardson, Duck & Co., Stockton, 1890. R.T. 1,723, length 264·0, breadth 36·2, depth 21·0; engines, triple, by T. Richardson & Sons, Hartlepool, speed 15 knots; No. of pass. 12 first, 12 second.

PRINS WILLEM II.—steel, screw, owners Royal Dutch West India Mail Line, built by Royal Shipbuilding Co., Amsterdam, 1890. R.T. 1,641, length 264·0, breadth 36·0, depth 20·7; engines, triple, by builders, speed 15 knots; No. of pass. 12 first, 12 second, electric light.

PRINS WILLEM III.—steel, screw, owners Royal Dutch West India Mail Line, built by Netherland Shipbuilding Co., Rotterdam, 1890. R.T. 1,682, length 265·4, breadth 35·6, depth 20·9; engines, triple, by builders, speed 15 knots; No. of pass. 12 first, 12 second, electric light.

PRINS WILLEM IV.—steel, screw, owners Royal Dutch West India Mail Line, built by Richardson, Duck & Co., Stockton, 1894. R.T. 1,741, length 270·0, breadth 36·2, depth 21.0; engines, triple, by T. Richardson & Sons, Hartlepool, speed 15 knots; No. of pass. 12 first, 12 second, electric light.

PRINS WILLEM V.—steel, screw, owners Royal Dutch West India Mail Line, built by Netherland Shipbuilding Co., Amsterdam, 1897. R.T. 1,700, length 272·0, breadth 37·0, depth 22·5; engines, triple, by builders, speed 15 knots; No. of pass. 12 first, 12 second, electric light.

PRINSES SOPHIE—steel, screw, owners Nederland S.S. Co., built by Caird & Co., Ltd., Greenock, 1890. R.T. 3,500, length 360·1, breadth 43·1, depth 27·7; engines, triple, by builders, I.H.P. 2,500, electric light.

PRINZ EITEL FRIEDRICH—steel, twin-screw, owners Norddeutscher Lloyd, built by the Vulcan Shipbuilding Co., Stettin, 1904. R.T. 8,131, length 508·0, breadth 59·9, depth 36·0; engines, quadruple, by builders, I.H.P. 7,000, speed 17½ knots; No. of pass. 166 first, 158 second, 614 third, electric light.

PRINZ HEINRICH—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Danzig, 1894. R.T. 6,263, length 455·3, breadth 50·2, depth 29·9; engines, triple, by builders, I.H.P. 5,500, speed 15 knots; No. of pass. 76 first, 72 second, electric light.

PRINZ LUDWIG—steel, twin-screw, owners Norddeutscher Lloyd, built by Vulcan Shipbuilding Co., Stettin, 1906. R.T. 10,000, length 502·5, breadth 57·0, depth 38·0; engines, triple, by builders; No. of pass. 100 first, 160 second, 80 third, electric light.

PRINZ REGENT—steel, twin-screw, owners Deutsche Ost Afrika Linie, built by Blohm & Voss, Hamburg, 1903. R.T. 6,000, length 415·0, breadth 50·0, depth 31·0; engines, triple, by builders; No. of pass. 115 first, 84 second, 80 third, speed 14 knots, electric light.

PRINZ REGENT LUITPOLD—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Danzig, 1894. R.T. 6,288, length 455·3, breadth 50·2, depth 29·9; engines, triple, by builders, I.H.P. 5,500, speed 15 knots; No. of pass 76 first, 72 second, electric light.

PRINZ SIGISMUND—steel, twin-screw, owners Norddeutscher Lloyd, built by Act. Ges. Weser, Bremen, 1903. R.T. 3,302, length 327·1, breadth 42·2, depth 24·3; engines, triple, by builders, speed 14 knots, electric light.

PRINZ WALDEMAR—steel, twin-screw, owners Norddeutscher Lloyd, built by G. Seebeck, Bremerhaven, 1903. R.T. 3,227, length 326·0, breadth 41·8, depth 24·4; engines, triple, by builders, electric light.

PRINZESS ALICE—steel, twin-screw, owners Norddeutscher Lloyd, built by Act. Ges. Vulcan, Stettin, 1900. R.T. 10,911, length 523·5, breadth 60·1, depth 34·7; engines, quadruple, by builders, electric light.

PRINZESS IRENE—steel, twin-screw, owners Norddeutscher Lloyd, built by Act. Ges. Vulcan, Stettin, 1900. R.T. 10,881, length 523·5, breadth 60·2, depth 34·7; engines, quadruple, by builders, electric light.

PRINZESSIN VICTORIA LUISE—steel, twin-screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg. R.T. 5,000, length 450·0, breadth 47·0, depth 30·0, electric light.

PROME—steel, screw, owners Ellerman Lines, built by W. Denny and Bros., Dumbarton, 1893. R.T. 3,580, length 345·0, breadth 44·1, depth 27·3; engines, triple, by builders, I.H.P. , speed 10 knots, No. of pass. 18.

PUFFIN—steel, screw, owners British and African S.N. Co. (1900), Ltd., built by T. B. Seath & Co., Troon, 1900. R.T. 404, length 150·0, breadth 25·0, depth 9·9; engines, triple, by Fisher & Cox, Glasgow.

PUNO—steel, screw, owners Pacific Steam Navigation Co., built by R. Napier & Sons, Glasgow, 1881. R.T. 2,399, length 320·0, breadth 40·2, depth 22·5; engines, compound, by builders.

QUEEN OLGA—steel, screw, owners Russian Steam Navigation Co., built by W. Denny & Bros., Dumbarton, 1894. R.T. 4,065, length 371·2, breadth 45·1, depth 27·5; engines, triple, by builders, electric light.

QUITO—steel, screw, owners Pacific Steam Navigation Co., built by Laird Bros., Birkenhead, 1888. R.T. 1,089, length 216·0, breadth 35·2, depth 14·9; engines, triple, by builders.

RADAMES—steel, screw owners Kosmos Line, built by Blohm and Voss, Hamburg, 1901. R.T. 3,078, length 113 metres, breadth 14½ metres, depth 8½ metres; engines, triple, by builders, I.H.P. 2,000, speed 12 knots; No. of pass. 25 first, 16 second, 60 third, electric light.

RADNORSHIRE—steel, screw, owners Shire Line, built by C. S. Swan & Hunter, Newcastle, 1890. R.T. 2,898, length 312·0, breadth 41.0, depth 20·5; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle; No. of pass. 12 first.

RAFF RUBATTINO—iron, screw, owners Florio Rubattino, built by Palmer's Co., Ltd., Newcastle, 1882. R.T. 4,580, length 399·3, breadth 44·0, depth 31·4; engines, compound, by builders, I.H.P. 2,683, speed 14 knots; No. of pass. 84 first, 40 second, electric light.

RAKAIA—steel, screw, owners New Zealand Shipping Co., built by R. & W. Hawthorn, Leslie & Co., Newcastle, 1895. R.T. 5,628, length 420·0, breadth 54·0, depth 28·7; engines, triple, by builders, speed 12 knots; No. of pass. 12 first, electric light.

RAMSES—steel, screw, owners Kosmos Line, built by Wigham, Richardson & Co., Newcastle, 1893. R.T. 3,606, length 340·0, breadth 43·1, depth 25·2; engines, quadruple, by builders, I.H.P. 1,400, speed 11 knots; No. of pass. under 10 first, under 10 second, electric light.

RAMESES—steel, screw, owners Moss Steamship Co., built by R. Napier & Sons, Glasgow, 1893. R.T. 2,495, length 320·5, breadth 38·2, depth 23·1; engines, triple, by builders.

RANGATIRA—iron, screw, owners Shaw, Savill & Albion Line, built by Wm. Gray & Co., Ltd. R.T. 4,045, length 365·0, breadth 47·1, depth 26·5; engines, triple, by Central Marine, I.H.P. 3,000, speed 10 knots, electric light.

RANGOON—steel, screw, owners P. Henderson & Co.'s Line, built by W. Denny & Bros., Dumbarton, 1897. R.T. 3,900, length 360·0, breadth 45·0, depth 26·6; engines, triple, by builders, I.H.P. speed 10 knots; No. of pass. 44, electric light.

REGELE CAROL I.—steel, twin-screw, owners Serviciul Maritim Roman, built by Fairfield Co., Ltd., Glasgow, 1898. R.T. 2,369, length 350·0, breadth 42·0, depth 18·5; engines, triple, by builders, electric light.

REICHSTAG—steel, screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1889. R.T. 2,085, length 309·7, breadth 37·7, depth 23·3; engines, triple, by builders, I.H.P 1,400, speed 11½ knots; No. of pass. 32 first, 18 second, electric light.

REIHER—iron, screw, owners Argo S.S. Co., built by C. & W. Earle, Hull, 1870. R.T. 872, length 225·0, breadth 28·0, depth 17·0; engines, compound, by builders, speed 12 knots; No. of pass. 24 first, 35 second.

REMBRANDT—steel, screw, owners Nederland S.S. Co., built by Nederlandsche Scheepsbouw Maats., Amsterdam, 1906. R.T. 5,860, length 420·0, breadth 48·0, depth 30·0; engines, quadruple, by Nederland Fabriek Wrk. & Spoor., Amsterdam, I.H.P. 3,960, electric light.

REPUBLIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1900. R.T. 12,096, length 593·9, breadth, 59·3, depth 35·8; engines, triple, by builders, I.H.P. 7,900, speed 15½ knots; No. of pass. 260 first, 250 second, 1,000 third.

RETTER—iron, screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg Ges. 1885. R.T. 361, length 151·3, breadth 25·0, depth 15·5; engines, compound.

REVENTAZON—steel, screw, owners Elders & Fyffes, Ltd., built by Workman, Clark & Co., Belfast, 1906. R.T. 4,300, length 371·1, breadth 47·6, depth 32·6; engines, triple, by builders, electric light, speed 14 knots; No. of pass. 12 first.

RHEIN—steel, twin-screw, owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1899. R.T. 10,200, length 500·0, breadth 58·0, depth 37·0; engines, quadruple, by builders; electric light.

RIMUTAKA—steel, twin-screw, owners New Zealand Shipping Co., built by W. Denny Brothers, Dumbarton, 1901. R.T. 7,765, length 457·7, breadth 58·25, depth 30·8; engines, triple, by builders, I.H.P. 5,000, speed 14 knots; No. of pass. 40 first, 50 second, 80 third, electric light.

RIPPINGHAM GRANGE—steel, screw, owners Houlder Line, built by Workman, Clark & Co., Ld., Belfast. R.T. 6,000, length 420·0, breadth 54·2, depth 33·0; engines, triple, by builders, I.H.P. 3,250, speed 13 knots; No. of pass. 16 to 18 first, 12 second, electric light.

ROLAND—steel, screw, owners Norddeutscher Lloyd, built by Armstrong, Mitchell & Co., Newcastle, 1893. R.T. 3,603, length 345·0, breadth 43·8, depth 25·8; engines, triple, by Wallsend Slipway Co., Newcastle, I.H.P. 2,500, electric light.

ROLLO—owners Wilson Line, built by Earle's Shipbuilding Co., Hull. R.T. 1,610, length 274·7, breadth 32·3, depth 19·0; engines, quadruple, by builders, 12 knots; Babcock Water Tube Boilers; No. of pass. 44 first, 12 second, electric light.

ROMAN—iron, screw, owners Dominion Line, built by Laird Bros., Birkenhead, 1884. R.T. 4,572, length 405·0, breadth 43·6, depth 17·7; engines, compound, by builders.

ROMANIA—steel, twin-screw, owners Serviciul Maritim Roman, built by Atel & Chant, Loire, St. Nazaire, 1904. R.T. 3,152, length 356·9, breadth 41·9, depth 27·5; engines, triple, by builders, electric light.

ROMANIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1898. R.T. 11,394, length 566·0, breadth 59·3, depth 35·9; engines, triple, by builders, I.H.P. 7,800, speed 15½ knots; No. of pass. 260 first, 250 second, 1,000 third.

ROMEO—owners Wilson Line, built by Earle's Shipbuilding Co., Hull, 1881. R.T. 1,855, length 275·0, breadth 34·6, depth 19·9; engines, compound, by builders, speed 12½ knots; No. of pass. 41 first, 18 second, electric light.

ROON—steel, twin-screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg, Geestemünde, 1903. R.T. 8,000, length 442·0 breadth 55·0, depth 36·1; engines, triple, by builders, I.H.P. 5,000.

ROQUELLE—steel, screw, owners British and African S.N. Co., built by Barclay, Curle & Co., Glasgow, 1884. R.T. 2,013, length 320·0, breadth 36·1, depth 21·3; engines, compound, by builders, I.H.P. 1,000, speed 10 knots; No. of pass. 28 first, 4 second.

ROSARIAN — steel, screw, owners Allan Line S.S. Co., Ltd., built by D. & W. Henderson & Co., Glasgow, 1887. R.T. 2,951, length 330·0, breadth 42·1, depth 24·7 ; engines, triple, by builders.

ROTTERDAM—(building at Harland & Wolff's, Belfast), steel twin-screw, owners Holland-America Line. R.T. 24,000, length 670·6, breadth 77·0, depth 48·0 ; engines, quadruple, by builders, speed 16 knots ; No. of pass. 490 first, 385 second, electric light.

ROYSTON GRANGE—steel, screw, owners Houlder Line, Ltd., built by Workman, Clark & Co., Ltd. R.T. 4,019, length 370·0, breadth 47·6, depth 30·9 ; engines triple, by builders, I.H.P. 2,720, speed 13 knots ; No. of pass. 12 first, 12 second, electric light.

RUAPEHU—steel, twin-screw, owners New Zealand Shipping Co., built by W. Denny Brothers, Dumbarton, 1901. R.T. 7,765, length 457·7, breadth 58·25, depth 30·8 ; engines, triple, by builders, I.H.P. 5,000, speed 14 knots ; No. of pass. 40 first, 50 second, 80 third, electric light

RUNIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1900. R.T. 12,482, length 550·0, breadth 63·0, depth 39·91 ; engines, quadruple, by builders ; I.H.P. 4,800, speed 13½ knots.

RUSSIA—iron, screw, owners Russian Steam Navigation Co., built by A. Leslie & Co., Newcastle, 1872. R.T. 2,270, length 321·0, breadth 37·2, depth 25·7 ; engines, triple, by Hawthorn, Leslie, Newcastle.

RYNDAM—steel, twin-screw, owners Holland-America Line, built by Harland & Wolff, Belfast, 1901. R.T. 12,600, length 560·0, breadth 62·0, depth 43·6 ; engines, triple, by builders, speed 15 knots, electric light ; No. of pass. 280 first, 200 second.

SABINE—steel, screw, owners Union-Castle Line, built by Harland and Wolff, Belfast, 1895. R.T. 3,805, length 371·0, breadth 43·2, depth 27·5 ; engines, triple, by builders.

SACHSEN—steel, screw, owners Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1886. R.T. 5,026, length 440·2, breadth 45·0, depth 32·6 ; engines, compound, by builders, I.H.P. 3,500, speed 14 knots ; No. of pass. 84 first, 60 second, electric light.

SADO MARU—steel, screw, owners Japan Line, built by Workman, Clark & Co., Ltd , Belfast, 1898. R.T. 6,219, length 445·0, breadth 49·7, depth 30·4 ; engines, triple, by builders ; No. of pass. 46 first, 26 second, electric light

SAFARI—steel, screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1892. R.T. 1,433, length 242·0, breadth 32·6, depth 22·5; engines, triple, by builders, I.H.P. 750, speed 11 knots; No. of pass. 14 first, electric light.

SALMO—steel, screw, owners Wilson Line, built by Caledon Shipbuilding and Engineering Co., 1900. R.T. 1,721, length 265·0, breadth 35·2, depth 16·2; engines, triple, by builders, speed 13 knots; No. of pass. 64 first, 8 second, electric light.

SAMBIA—steel, screw, owners Hamburg-American Line, built by Flensburger Schiffsb. Ges., Flensburg, 1899. R.T. 5,623, length 400·6, breadth 49·4, depth 27·5; engines, triple, by builders, electric light.

SAMLAND—steel, twin-screw, owners Red Star Line, built by New York S.B. Co., Camden, N.J. R.T. 9,710, length 790·0, breadth 58·3, depth 31·8; engines by New York S.B. Co., Camden, N.J., speed 13 knots, electric light.

SANGARA—steel, screw, owners British and African and African S.S. Companies, built by Tyne Iron Shipbuilding Co., Ltd., Newcastle, 1900. R.T. 2,497, length 325·0, breadth 45·0, depth 19·6; engines, triple, by N. E. Marine Co., Ltd., Newcastle.

SANSA—steel, screw, owners British and African S.N. Co., Ltd., built by Tyne Iron Shipbuilding Co., Ltd., Newcastle, 1901. R.T. 2,495, length 325·0, breadth 45·0, depth 22·2¼; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle.

SARDINIA—steel, screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1898. R.T. 3,611, length 345·6, breadth 43·7, depth 25·8; engines, quadruple, by builders, electric light.

SARDINIA—steel, twin-screw, owners P. & O. Company, built by Barclay, Curle & Co., Glasgow, 1902. R.T. 6,573, length 450·2, breadth 52·2, depth 30·6; engines, triple, by builders, electric light.

SARDINIA—steel, twin-screw, owners Ellerman Lines, built by R. & W. Hawthorne, Leslie & Co., Ltd., 1888. R.T. 2,473, length 310·0; engines, direct acting, by Blair & Co., Ltd., Stockton-on-Tees, speed 11 knots, electric light; No. of pass. 25 first.

SARDINIAN—iron, screw, owners Allan Line, built by R. Steele and Co., Greenock, 1875. R.T. 4,394, length 400·2, breadth 42·3, depth 34·6; engines, triple, by W. Denny Brothers, Dumbarton.

SARNIA—steel, screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1892. R.T. 3,206, length 350·8, breadth 42·1, depth 25·9; engines, triple, by builders, electric light.

SAVOIA—steel, screw, owners Hamburg-American Line, built by C. S. Swan & Hunter, Newcastle, 1889. R.T. 2,595, length 323·5, breadth 39·0, depth 23·0; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, electric light.

ST. JOHN'S CITY—steel, screw, owners Furness Line, built by A. Stephen & Sons, Glasgow, 1895. R.T. 2,153, length 311·0, breadth 37·0, depth 23·2; engines, triple, by builders, I.H.P. 2,500, speed 13½ knots; No. of pass. 46 first, 8 second, electric light.

ST. LOUIS—steel, twin-screw, owners American Line, built by W. Cramp & Sons, Philadelphia, 1895. R.T. 11,629, length 535·5, breadth 63·0, depth 26·8; engines, quadruple, by builders, I.H.P. 20,000, speed 21½ knots; No. of pass. 360 first, 250 second, electric light.

ST. PAUL—steel, twin-screw, owners American Line, built by W. Cramp & Sons, Philadelphia, 1895. R.T. 11,629, length 535·5, breadth 63·0, depth 26·8; engines, quadruple, by builders, I.H.P. 20,000, speed 21½ knots; No. of pass. 360 first, 250 second, electric light.

SALAMIS — steel, screw, managers Geo. Thompson & Co., Ltd., built by Hall, Russell & Co., Aberdeen, 1899. R.T. 4,508, length 392·7, breadth 47·2, depth 29·5; engines, triple, by builders, I.H.P. 4,000, speed 14 knots; No. of pass. 50 first, electric light.

SALAZIE—iron, screw, owners Messageries Maritimes, built by owners, 1883. R.T. 4,255, length 413·9, breadth 41·7, depth 32·8; engines, triple, by builders, I.H.P. 4,000, electric light.

SAN JOSE—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach & Son, Chester, Pa., 1882. R.T. 2,081, length 283·0, breadth 37·0, depth 21·0; engines, compound, by builders.

SAN JUAN—iron, screw, owners Pacific Mail S.S. Co., built by J. Roach & Son, Chester, Pa., 1882. R.T. 2,076, length 283·0, breadth 36·4, depth 22·3; engines, compound, by builders.

SANTIAGO—iron, screw, owners Ward Line, built by J. Roach and Son, Chester, Pa., 1879. R.T. 2,359, length 269·0, breadth 39·1, depth 22·4; engines, compound, by builders, I.H.P. 1,600, speed 13 knots; No. of pass. 86 first, 18 second, electric light

SANTIAGO—steel, screw, owners Pacific Steam Navigation Co., built by Naval Construction and Armaments Co., Barrow, 1889. R.T. 2,953, length 350·0, breadth 45·2, depth 22·5; engines, triple, by builders.

SANUKI MARU—steel, twin-screw, owners Japan Line, built by Napier, Shanks & Bell, Glasgow, 1897. R.T. 5,798, length 445·0, breadth 49·4, depth 30·5; engines, triple, by Dunsmuir & Jackson, Glasgow, speed 14 knots; No. of pass. 24 first, 20 second, electric light,

SARATOGA—iron, screw, owners Ward Line, built by J. Roach and Son, Chester, Pa., 1878. R.T. 2,820, length 298·0, breadth 38·6, depth 13·5; engines, compound, by builders, I.H.P. 2,000, speed 14 knots; No. of pass. 50 first, 36 second, electric light.

SARMATIAN — iron, screw, owners Allan Line S.S. Co., Ltd., built by R. Steele & Co., Greenock, 1871. R.T. 3,920, length 370·9, breadth 42·2, depth 35·6; engines triple, by J. Howden & Co., Glasgow.

SARMIENTO—steel, screw, owners Pacific Steam Navigation Co., built by Harland & Wolff, Belfast, 1893. R.T. 3,603, length 361·0, breadth 43·2, depth 19·5, engines triple, by builders.

SATURN—iron, screw, owners Norddeutscher Lloyd, built by G. Seebeck Ges., 1893. R.T. 125, length 96·3, breadth 18·3, depth 10·9; engines, compound, by builders.

SAXON—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Belfast, 1899. R.T. 12,385, length 585·6, breadth 64·0, depth 42·9; engines, quadruple, by builders; No. of pass. 290 first, 200 second, electric light.

SAXONIA—steel, screw, owners Hamburg-American Line, built by Flensburger Schiffsbau Ges., Flensburg, 1899. R.T. 5,176, length 400·2, breadth 46·1, depth 27·3; engines, triple, by builders, electric light.

SAXONIA—steel, twin-screw, owners Cunard Line, built by John Brown & Co., Ltd., Clydebank. R.T. 13,963, length 600·0, breadth 64·3, depth 41·6; engines, quadruple, by builders, I.H.P. 10,000, speed 15 knots No. of pass. 200 first, 200 second, 1,700 third, electric light.

SAXON PRINCE—steel, screw, owners Prince Line, Ltd., built by Short Brothers, Sunderland, 1899. R.T. 3,471, length 352·6, breadth 45·1, depth 18·7; engines, triple, built by T. Richardson & Sons, Ltd., Hartlepool, speed 12 knots; No. of pass. 12 first, electric light.

SCHARNHORST—steel, twin-screw, owners Norddeutscher Lloyd, built by J. C. Tecklenborg, Geestemünde, 1903. R.T. 8,000, length 442·0, breadth 55·0, depth 36·1; engines, triple, by builders. I.H.P. 5,000

SCHLESWIG—steel, twin-screw, owners Norddeutscher Lloyd, built by Vulcan Co., Stettin, 1903. R.T. 7,000, length 467·0, breadth 52·0, depth 31·0; engines, triple, by builders, I.H.P. 4,300, speed 15 knots.

SCHWALBE — steel, screw, owners Argo Company, built by Bremer Vulkan Co., Vegesack, 1898. R.T. 1,178, length 235·8, breadth 31·0, depth 20·0, engines, compound, by J. C. Tecklenborg.

SCHWAN—iron, screw, owners Argo S.S. Co., built by J. C. Tecklenborg, Geestemünde, 1884. R.T. 1,198, length 225·0, breadth 29·9, depth 23·3; engines, compound, by builders, speed 11 knots; No. of pass. 24 first, 30 second.

SCINDIA—steel, screw, owners Anchor Line, built by D. & W. Henderson & Co., Glasgow, 1900. R.T. 4,710, length 400·0, breadth 49·0, depth 28·0; engines, triple, by builders.

SCOTIA—steel, screw, owners Hamburg-American Line, built by C. Connell & Co., Glasgow, 1890. R.T. 2,558, length 320·0, breadth 40·1, depth 23·8; engines, triple, by J. & J. Thomson, Glasgow, electric light.

SEEADLER—steel, twin-screw, owners Norddeutscher Lloyd, built by G. Seebeck Ges, 1897. R.T. 532, length 166·0, breadth 26·2, depth 14·2; engines, triple, by builders.

SEGURANCA—iron and steel, screw, owners Ward Line, built by Delaware River Co., Chester, Pa., 1890. R.T. 4,033, length 321·3, breadth 45·3, depth 27·3; engines, triple, by builders, I.H.P. 2,600, speed 14 knots; No. of pass. 100 first, 22 second, electric light.

SEKONDI—steel, screw, owners African S.S. Co., built by Sir R. Dixon & Co., Ltd., Middlesbro', 1897. R.T. 3,765, length 352·0, breadth 44·0, depth 26·0; engines, triple, by T. Richardson & Son, Ltd.

SENECA—iron, screw, owners Ward Line, built by J. Roach and Sons, Chester, Pa., 1884. R.T. 2,729, length 271·5, breadth 40·0, depth 26·0; engines, compound, by builders, I.H.P. 2,600, speed 14 knots; No. of pass. 59 first, 30 second, electric light.

SERAPIS—steel, screw, owners Kosmos Line, built by Blohm and Voss, Hamburg, 1890. R.T. 2,546, length 321·1, breadth 40·2, depth 23·4; engines, triple, by builders, I.H.P. 1,200, speed 11 knots; No. of pass. under 28 first, under 12 second, electric light.

SERBIA—steel, screw, owners Hamburg-American Line, built by Flensburger Schiffsbau Ges., Flensburg, 1894. R.T. 3,694, length 354·8, breadth 42·0, depth 26·2; engines, triple, by builders, electric light.

SERBISTAN — steel, screw, owners Anglo-Algerian S.S. Co., built by S. R. Austin & Son, Sunderland, 1896. R.T. 2,934, length 312·0, breadth 43·2, depth 24·3; engines, triple, by G. Clark, Ltd., Sunderland.

SESOSTRIS—steel, screw, owners Kosmos Line, built by Flensburger Schiffsbau Ges., 1897. R.T. 3,026, length 378·0, breadth 48 0, depth 26·4; engines, triple, by builders, I.H.P. 1,500, speed 11 knots No. of pass. 18 first, 30 third, electric light.

SETI—steel, twin-screw, owners Moss S.S. Co., built by Sir Raylton Dixon & Co., 1902. R.T. 3,099, length 330·1, breadth 43·2, depth 24·5; engines, triple, by N E. Marine Engineering Co., Ltd., speed 12 knots, electric light. Dining Saloon on upper deck, state rooms on main deck.

SEVERN — steel, screw, owners Royal Mail Steam Packet Co., built by Sir Raylton Dixon & Co., Ltd., 1898. R.T. 3,760, length 350·0, breadth 45·4, depth 25 3 ; engines, triple, by T. Richardson & Son, Ltd., Hartlepool, electric light.

SEVILLA—steel, screw, owners Hamburg-American Line, built by J. Priestman & Co., Sunderland, 1900. R.T. 5,172, length 397·0, breadth 52·2, depth 28·0 ; engines, triple, by T. Richardson & Co., Ltd., electric light.

SEYDLITZ—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Dantzig, 1903. R.T. 8,000, length 442·6, breadth 55·4, depth 36·1 ; engines, triple, by builders, 5,000 I.H.P.

SHAHRISTAN — steel, screw, owners Anglo-Algerian S.S. Co., built by W. Pickersgill & Son, Sunderland. R.T. 2,893, length 310·0, breadth 42·9, depth 20·5 ; engines, triple, by Geo. Clark, I.H.P. 1,100, speed 10 knots ; No. of pass. 12 first.

SHERBRO—steel, screw, owners British and African S.N. Co., built by J. Elder & Co., Glasgow, 1882. R.T. 1,650, length 299·9, breadth 36·2, depth 19·7 ; engines, compound, by builders, I.H.P. 900, speed 10 knots ; No. of pass. 26 first, 4 second.

SHINANO MARU—steel, twin-screw, owners. Japan Line, built by D. & W. Henderson & Co., Glasgow, 1900. R.T. 6,048, length 445·3, breadth 49·5, depth 30·4 ; engines, triple, by builders, speed 14 knots ; No. of pass. 36 first, electric light.

SHROPSHIRE—steel, twin-screw, owners Bibby Line, built by Harland & Wolff, Ltd., Belfast, 1891. R.T. 5,798, length 445·5, breadth 49·1, depth 29·7 ; engines, triple, by builders, I.H.P. 4,000, speed 14 knots ; No. of pass. 100 first, electric light.

SIBERIA—steel, twin-screw, owners Pacific Mail S.S. Co., built by Newport News Shipbuilding and Dry Dock Co., 1901. R.T. 12,000, length 572·4, breadth 63·0, depth 41·10 ; engines, quadruple, by builders, I.H.P. 17,500, speed 20 knots, electric light ; No. of pass. 200 first, 60 white steerage, 1,200 Chinese steerage.

SIBERIAN—steel, screw, owners Allan Line, built by Govan Shipbuilding Co., Glasgow, 1884. R.T. 3,895, length 372·0, breadth 45·2, depth 28·7 ; engines, compound, by J. & J. Thomson, Glasgow.

SIBIRIA—steel, screw, owners, Hamburg-American Line, built by Blohm & Voss, Hamburg, 1894. R.T. 3,347, length 357·6, breadth 42·1, depth 26·5 ; engines, triple, by builders, electric light.

SICILIA—steel, screw, owners Hamburg-American Line, built by C. Connell & Co., Glasgow, 1890. R.T. 2,922, length 329·0, breadth 41·5, depth 25 8 ; engines, triple, by Rowan & Son, Glasgow, electric light.

SICILIA—steel, twin-screw, owners P. & O. Company, built by Barclay, Curle & Co., Ltd., Glasgow, 1901. R.T. 6,696, length 450·3, breadth 52·3, depth 30·4; engines, triple, by builders.

SICILIAN—steel, screw, owners Allan Line, built by Workman, Clark & Co., Belfast, 1899. R.T. 6.285, length 430·0, breadth 54·2, depth 28·2, engines, triple, by builders, electric light.

SIERRA—steel, twin-screw, owners American and Australian Line, built by W. Cramp & Sons, Philadelphia, 1900. R.T. 5,500, length 398·0, breadth 50·0, depth 38·0, engines, triple, by builders, speed 17 knots.

SILESIA—steel, screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1897. R.T. 4,861, length 400·0, breadth 46·3, depth 27·4, engines, triple, by builders, electric light.

SIMLA—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1894. R.T. 5,884, length 430·0, breadth 49·3, depth 29·9; engines, triple, by builders, I.H.P. 4,500, speed 13½ knots; No. of pass. 81 first, 62 second, electric light.

SINAI—steel, twin-screw, owners Messageries Maritimes, built by Forges & Cie. de la Med., 1898. R.T. 4,850, length 393·7, breadth 43·6, depth 33·5; engines, triple, by builders, I.H.P. 3,000.

SINGAPORE—iron, screw, owners Florio Rubattino, built by C. Mitchell & Co., Newcastle, 1874. R.T. 3,685, length 389·5, breadth 42·1, depth 28·9; engines, compound, by R. & W. Hawthorn, Newcastle, I.H.P. 1,827, speed 14 knots; No. of pass. 50 first, 30 second, electric light.

SINGORA—steel, screw, owners Norddeutscher Lloyd, built by Workman, Clark & Co., Ltd., Belfast, 1894. R.T. 1,754, length 257·3, breadth 41·1, depth 20·9; engines, triple, by builders; I.H.P. 900, electric light.

SKUTARI—steel, screw, owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1890. R.T. 2,546, length 321·1, breadth 40·2, depth 23·4; engines, triple, by builders, electric light.

SLAVONIA—steel, screw, owners Cunard Line, built by Sir J. Laing & Sons, Ltd., Sunderland, 1903. R.T. 10,606, length 510·0, breadth 59·5, depth 22·3; engines, triple, by the Wallsend Slipway Co., Ltd., Newcastle, electric light.

SOBO—steel, screw, owners African S.S. Co., built by Barclay, Curle & Co., Ltd., Glasgow, 1899. R.T. 3,652, length 345·0, breadth 44·0, depth 25·8; engines, triple, by builders.

SOCOTRA—steel, twin-screw, owners P. & O. Company, built by Palmer's Company, Newcastle, 1897. R.T. 6,044, length 450·0, breadth 52·2, depth 30·5; engines, triple, by builders, electric light.

SOKOTO—steel, screw, owners British and African Steam Navigation Co., built by Vickers, Son & Maxim, Barrow, 1899. R.T. 3,080, length 345·0, breadth 42·2, depth 23·0; engines, triple, by builders, electric light.

SOLENT—iron, screw, owners Royal Mail Steam Packet Co., built by Oswald, Mordaunt & Co., Southampton, 1878. R.T. 1,908, length 321·4, breadth 35·0, depth 16·6; engines, compound, by builders, I.H.P. 1,663, speed 9 knots; No. of pass. 115 first, 22 second, electric light.

SOMALI—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Greenock, 1901. R.T. 6,708, length 450·3, breadth 52·4, depth 30·5, engines, triple, by builders, I.H.P. 4,500, speed 14 knots.

SOMALI—steel, twin-screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1890. R.T. 2,600, length 321·2, breadth 40·0, depth 23·3; engines, triple, by builders, speed 11 knots; No. of pass. 28 first, 11 second, electric light.

SONOMA—steel, twin-screw, owners American & Australian Line, built by W. Cramp & Sons, Philadelphia, 1900. R.T. 5,500, length 398·0, breadth 50·0, depth 38·0; engines, triple, by builders, speed 17 knots; No. of pass. 240 first, 100 second, 100 third.

SOPHOCLES — steel, screw, managers Geo. Thompson & Co., Ltd., built by Harland & Wolff & Co., Belfast, 1883. R.T. 4,748, length 427·6, breadth 44·2, depth 28·9; engines, quadruple, by builders, I.H.P. 3,000, speed 14 knots; No. of pass. 70 first, electric light.

SORATA—steel, screw, owners Pacific Steam Navigation Co., built by C. S. Swan & Hunter, Ltd., Newcastle, 1897. R.T. 4,581, length 390·0, breadth 47·3, depth 30·0; engines, triple, by Wallsend Slipway Co.

SOUDAN—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Greenock, 1901. R.T. 6,680, length 450·0, breadth 52·2, depth 30·5; engines, triple, by builders.

SOUTHERN CROSS—steel, screw, owners Houlder Line, built by Workman, Clark & Co., Belfast, 1892. R.T. 5,050, length 400·4, breadth 48·1, depth 29·6; engines, triple, by builders, I.H.P. 2,880, speed 14 knots; No. of pass. 10 first, 16 second, electric light.

SOUTHWARK—steel, twin-screw, owners Dominion Line, built by W. Denny & Brothers, Dumbarton, 1893. R.T. 8,607, length 494·0, breadth 57·0, depth 37·1; engines, quadruple, by builders.

SPARTA—steel, screw, owners Hamburg-American Line. R.T. 2,816, electric light.

SPARTAN PRINCE—steel, screw, owners Prince Line, Ltd., built by Short Bros., Sunderland, 1897. R.T. 3,299, length 351·0, breadth 44·5, depth 17·8; engines, triple, by Blair & Co., Ltd., Stockton, speed 12 knots; No. of pass. 36 first, electric light.

SPERBER—steel, screw, owners Argo S.S. Co., built by Bremer Vulkan, Vegesack, 1899. R.T. 1,264, length 240·0, breadth 31·0, depth 20·0; engines, compound, by builders, speed 11 knots; No of pass. 14 first, 24 second, 80 third, electric light.

SPEY—steel, screw, owners Royal Mail Steam Packet Co., built by S. McKnight & Co., Ayr, 1892. R.T. 470, length 167·0, breadth 26·0, depth 11·7; engines, triple, by Muir & Houston, Glasgow

STAFFORDSHIRE—steel, twin-screw, owners Bibby Line, built by Harland & Wolff, Ltd., Belfast, 1894. R.T. 5,950, length 445·5, breadth 49·1, depth 29·9; engines, triple, by builders, I.H.P. 4,000, speed 14 knots; No. of pass. 104 first, electric light.

STAMBUL—steel, screw, owners Deutsche Levante Linie, built by Blohm & Voss, Hamburg, 1889. R.T. 2,663, length 322·6, breadth 40·0 depth 22·0; engines, triple, by builders, electric light.

STATENDAM—steel, twin-screw, owners Holland-American Line, built by Harland & Wolff, Ltd., 1900. R.T. 10,475, length 515·3, breadth 59·8, depth 23·8; No. of pass. 240 first, 150 second, electric light.

STOLBERG—steel, screw, owners Hamburg-American Line, built by Reihrst'g Schiffsw., Hamburg, 1890. R.T. 2,480, length 322·7, breadth 39·9, depth 22·7; engines, triple, by builders.

STRASSBURG—steel, screw, owners Hamburg-American Line, built by Bremer Vulcan Co., Vegesack, 1900. R.T. 5,000, length 402·3, breadth 47·1, depth 27·4; engines, triple, by builders, electric light.

STRAUSS—steel, screw, owners Argo Steamship Company, built by Bremer Vulkan in Vegesack. R.T. 563, length 170, breadth 27·0, depth 17·0; engines, compound, by Bremer Vulkan, speed 10 knots. No. of pass. 10 first, 24 second, 64 third, electric light

STUTTGART—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Glasgow, 1889. R.T. 5,048, length 415·0, breadth 48·0, depth 31·3; engines, triple, by builders, I.H.P. 3,300, speed 13 knots. No. of pass. 42 first, 36 second, electric light.

SUEVIA—steel, screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1896. R.T. 4,149, length 371·2, breadth 44·2, depth 27·1; engines, triple, by builders; electric light.

SUEVIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1900. R.T. 12,499, length 550·0, breadth 63·0, depth 39·91; engines, quadruple, by builders, I.H.P. 4,800, speed 13½ knots, electric light.

SULTAN—steel, screw, owners Deutsche Ost-Afrika Linie, built by Blohm & Voss, Hamburg, 1891. R.T. 2,810, length 320·0, breadth 40·0, depth 27·0; engines, triple, by builders; No. of pass. 10 first, 6 second.

SUMATRA—steel, screw, owners P. & O. Company, built by A. Stephens & Sons, Glasgow, 1895. R.T. 4,607, length 400·0, breadth 46·7, depth 27·7; engines, triple, by builders, I.H.P. 3,000, speed 14 knots; No. of pass. 49 first, 24 second, electric light.

SUNDA—steel, screw, owners P. & O. Company, built by Caird and Co., Ltd., Greenock, 1895. R.T. 4,674, length, 400·1, breadth 46·7, depth 28·0; engines, triple, by builders, I.H.P. 3,000, speed 13½ knots; No. of pass. 49 first, 25 second, electric light

SUSQUEHANNA—steel, screw, owners Union-Castle Line, built by Barclay, Curle & Co., 1896. R.T. 3,711, length 350·0, breadth 45·3, depth 28·96; engines, triple, by builders.

SYDNEY—iron, screw, owners Messageries Maritimes, built by owners, 1883. R.T. 4,232, length 413·9, breadth 41·6, depth 32·8; engines, triple, by builders, I.H.P. 4,000; electric light.

SYLVANIA—steel, twin-screw, owners Cunard Line, built by London and Glasgow Shipbuilding Co., Glasgow, 1895. R.T. 5,598, length 445·0, breadth 49·0, depth 31·9; engines, triple, by builders.

SYRIA—steel, twin-screw, owners P. O. Company, built by A. Stephenson & Co., Glasgow, 1901. R.T. 6,900, length 450·5, breadth 52·2, depth 30·5; engines, triple, by builders.

SYRIA—steel, screw, owners Hamburg-American Line, built by Blohm & Voss, Hamburg, 1898. R.T. 3,607, length 345·7, breadth 43·7, depth 25·8; engines, quadruple, by builders; electric light.

SYRIAN PRINCE—steel, screw, owners Prince Line, Ltd., built by Short Brcs., Sunderland, 1893. R.T. 1,914, length 277·0, breadth 37·2, depth 14·3; engines, triple, by J. Dickinson, Sunderland, speed 12 knots; No. of pass. 12 first, electric light.

TABOGA—steel, screw, owners Pacific Steam Navigation Co., built by Wigham, Richardson & Co., Newcastle, 1898. R.T. 649, length 185·0, breadth 31·1, depth 12 6; engines, compound, by builders.

TABOR—steel, screw, owners Moss Steamship Co., built by Aitken and Mansel, Glasgow, 1890. R.T. 2,406, length 320·0, breadth 39·0, depth 20·0; engines, triple, by D. Rowan & Son, Glasgow.

TAGUS—steel, screw, owners Royal Mail Steam Packet Company, built by R. Napier & Sons, Glasgow, 1899. R.T. 5,500, length 410·0, breadth 50·0, depth 32·4, engines, tripie, by builders.

TAMBA MARU—steel, twin-screw, owners Japan Line, built by Napier, Shamps & Bell, Glasgow, 1897. R.T. 6,102, length 445·0, breadth 49·4, depth 20·5; engines, triple, by builders, speed 14 knots; No. of pass. 26 first, 20 second, electric light.

TAMPICAN—steel, screw, owners F. Leyland & Co., built by Harland & Wolff, Belfast, 1889. R.T. 4,833, length 430·7, breadth 45·2, depth 30·0; engines, triple, by builders, I.H.P. 2,700, speed 13 knots; No. of pass. 10 first, electric light.

TANIS—steel, screw, owners Kosmos Line, built by Reiherstg Schiffsw, Hamburg, 1891. R.T. 2,870, length 331·4, breadth 41·9, depth 23·5; engines, triple, by Reiherst Maschineuf, Hamburg, speed 11 knots; No of pass. under 16 first, under 10 second, electric light.

TARQUAH—steel, screw, owners African S.S. Co., built by A. Stephens & Sons, Ltd., Glasgow, 1902. R.T. 3,859, length 360·0, breadth 44·0, depth 26·0; engines, triple, by builders.

TARTARY—steel, screw, owners David MacIver, Sons & Co., Ltd., built by Messrs. Richardson, Duck & Co., Stockton-on-Tees, 1901. R.T. 4,150, length 370·0, breadth 48·0, depth 29·0; engines, triple, by Messrs. Blair & Co., Stockton-on-Tees, I.H.P. 2,800, speed 13 knots; No. of pass. 6 first, 6 second.

TASSO—owners Wilson Line, built by Earle's Shipbuilding Co., Hull, 1890. R.T. 1,469, length 270·0, breadth 32·0, depth 16·5; engines, triple, by Amos and Smith, Hull, speed 12½ knots; No. of pass. 64 first. 8 second, electric light.

TAW—steel, screw, owners Royal Mail Steam Packet Co., built by J. McArthur & Co., Paisley, 1892. R.T. 180, length 120·0, breadth 21·1, depth 8·7; engines, compound, by Bow, McLachlan & Co., Paisley.

TCHIHACHOFF—steel, screw, owners Russian Steam Navigation Co., built by W. Denny Bros., Dumbarton, 1892. R.T. 4,065, length 371·2, breadth 45·1, depth 27 5; engines, triple, by builders, electric light.

TECK—iron, screw, owners Woermann Line, built by Flensburger Act. Ges., Flensburg. R.T. 587, length 155·0, breadth 29·0, depth 13 1; engines, triple, by builders.

TEES—steel, screw, owners Royal Mail Steam Packet Co., built by J. McArthur & Co., Paisley, 1892. R.T. 180, length 120·0, breadth 21·1, depth 8·7; engines, compound, by Bow, McLachlan & Co., Paisley.

TENERIFFE—steel, screw, owners British and African S.N. Co., built by Harland & Wolff, Belfast, 1885. R.T. 1,800, length 301·0, breadth 36·0, depth 19·8; engines, compound, by builders, I.H.P. 900, speed 10½ knots; No. of pass. 26 first, 4 second.

TEUTONIA—steel, screw, owners Hamburg-American Line, built by Russell & Co., Greenock, 1889. R.T. 3,066, length 329·8, breadth 42·4, depth 18·3; engines, triple, by Dunsmuir Jackson, Glasgow, electric light.

TEUTONIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1889. R.T. 9,984, length 565·8, breadth 57·8, depth 39·2; engines, triple, by builders, I.H.P. 16,000, speed 20 knots; No. of pass. 300 first, 190 second, electric light.

TEXAN—iron, screw, owners West India & Pacific Co., built by Harland & Wolff, Belfast, 1884. R.T. 3,258, length 360·7, breadth 41·3, depth 19·3; engines, compound, by builders, I.H.P. 1,880, speed 12 knots; No. of pass. 30 first.

THAMES—steel, screw, owners Royal Mail Steam Packet Co., built by R. Napier & Sons, Glasgow, 1890. R.T. 5,645, length 436·3, breadth 50·2, depth 25·4; engines, triple, by builders.

THEBEN—steel, screw, owners Kosmos Line, built by Flensburger, Schiffs & Ges., Hamburg, 1897. R.T. 4,614, length 368·0, breadth 45·9, depth 27·0; engines, quadruple, by builders, I.H.P. 1,500, speed 11 knots; No. of pass, under 26 first, under 14 second, electric light.

THEKLA BOHLEN—steel, screw, owners Woermann Line, built by Blohm and Voss, Hamburg, 1894. R.T. 2,239, length 290·0, breadth 38·0, depth 26·9; engines, triple, by builders, I.H.P. 850, speed 9½ knots; No. of pass. 10 first.

THERAPIA—steel, screw owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1901. R.T. 3,781, length 350·6, breadth 44·7, depth 24·6; engines, triple, by builders, electric light.

THORPE GRANGE—steel, twin-screw, owners Houlder Line, built by London and Glasgow Engineering and Shipbuilding Co., Ltd., Govan, 1889. R.T. 4,188, length 400·0, breadth 45·0, depth 31·6; engines, triple, by builders, speed 10 knots.

THORSTEN—steel, screw, owners Thule S.S. Co., built by Motala Co., Gothenburg, 1883. R.T. 1,633, length 262·2, breadth 33·3, depth 16·2; engines, compound, by builders, speed 13 knots; No. of pass. 40 first, 15 second, electric light.

THULE—steel, screw, owners Thule S.S. Co., built by Wigham, Richardson & Co., Newcastle, 1892. R.T. 1,914, length 284·7, breadth 37·2, depth 15·8; engines, triple, by builders, speed 15 knots; No. of pass. 50 first, 25 second, electric light.

TINTAGEL CASTLE—steel, screw, owners Union-Castle Line, built by Fairfield Co., Ltd., Glasgow, 1896. R.T. 5,531, length 425·2, breadth 50·0, depth 30·0; engines, triple, by builders, I.H.P. 4,000; No. of pass. 60 first, 90 second, electric light.

TOKOMARU—steel, screw, owners Shaw, Savill & Albion Line, built by C. S. Swan & Hunter. R.T. 6,238, length 425·0, breadth 53·2, depth 23·6; engines, triple, by Wallsend Slipway Co., I.H.P. 4,500, speed 11 knots.

TONGARIRO—steel, twin-screw, owners New Zealand Shipping Co., built by R. & W. Hawthorn, Leslie & Co., Newcastle-on-Tyne, 1901. R.T. 7,661, length 457·0, breadth 58·0, depth 34·0; engines, triple, by builders, I.H.P. 5,000, speed 14 knots; No. of pass. 40 first, 50 second, 80 third, electric light.

TONKIN—steel, twin-screw, owners Messageries Maritimes, built by owners, 1898. R.T. 6,364, length 446·2, breadth 50·9, depth 36·1; engines triple, by builders, I.H.P. 7,500, electric light.

TORONTO—steel, twin-screw, owners Wilson, built by W. Gray and Co., Ltd., 1900. R.T. 6,035, length 456·0, breadth 52·0, depth 31·0; engines, triple, by Central Marine Engine Works, West Hartlepool, speed 12 knots; No. of pass. 13 first, electric light.

TOURAINE—steel, twin-screw, owners Messageries Maritimes, built by owners, 1898. R.T. 6,054, length 446·2, breadth 50·9, depth 36·1; engines, triple.

TRAVE—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Glasgow, 1886. R.T. 5,222, length 438·0, breadth 48·1, depth 34·6; engines, triple, by builders, I.H.P. 9,000, speed 18 knots; No. of pass. 142 first, 94 second, electric light.

TRENT—steel screw, owners Royal Mail Steam Packet Company, built by R. Napier & Sons, Glasgow, 1899. R.T. 5,500, length 410·0, breadth 50·0, depth 32·4, engines, triple, by builders.

TRINGGANU—steel, screw, owners Norddeutscher Lloyd, built by W. H. Potter & Sons, Liverpool. R.T. 986, length 235·7, breadth 34·2, depth 15·4; engines, compound, by Fawcett, Preston & Co., Liverpool, I.H.P. 430.

TROJA—steel, screw, owners Hamburg-American Line, built by Richardson, Duck & Son, Stockton, 1896. R.T. 2,719, length 300·0, breadth 42·0, depth 17·2; engines, triple, by Blair & Co., Stockton, electric light.

TROJAN PRINCE—steel, screw, owners Prince Line, Ltd., built by J. Readhead & Sons, South Shields, 1896. R.T. 3,273, length 351·4, breadth 44·6, depth 17·9; engines, triple, by J. Readhead & Sons, South Shields, speed 12 knots; No. of pass. 36 first, electric light.

TROPIC—steel, twin-screw, owners White Star Line, built by Harland & Wolff, Belfast, 1896. R.T. 8,230, length 491·0, breadth 55·2, depth 35·9; engines, triple, by builders, I.H.P. 2,700, speed 11 knots.

TUNISIAN—steel, twin-screw, owners Allan Line, built by A. Stephen & Sons, Glasgow, 1900. R.T. 10,576, length 500·6, breadth 59·2, depth 39·8; engines, triple, by builders, electric light.

TURAKINA—steel, twin-screw, owners New Zealand Shipping Co., Ltd., built by Hawthorne, Leslie & Co., Ltd., Newcastle, 1902. R.T. 8,027, length 473·0, breadth 59·6, depth 31·0; engines, triple, by builders, I.H.P. 5,000, speed 14 knots; No. of pass. 40 first, 50 second, 105 third, electric light.

TURCOMAN—steel, twin-screw, owners Dominion Line, built by Harland & Wolff, Ltd., Belfast, 1892. R.T. 5,829, length 445·0, breadth 49·2, depth 30·1; engines, triple, by builders, electric light.

TURKISTAN—steel, screw, owners, Anglo-Arabian Line, built by W. Gray & Co., Ltd. R.T. 3,204, length 350·0, breadth 45·0, depth 21·1¾, engines, triple, by Central Marine Engine Works, I.H.P. 2,400, speed 13 knots; No. of pass. 12 first, electric light.

TYNE—steel, screw, owners Royal Mail Packet Co., built by R. Napier & Sons, Ltd., Glasgow, 1900. R.T. 2,902, length 320·0, breadth 44·8, depth 15·6; engines, triple, by builders, electric light.

ULTONIA—steel, twin-screw, owners the Cunard Steamship Co., Ltd., built by C. S. Swan & Hunter, Ltd., Wallsend, 1898. R.T. 8,845, length 500·0, breadth 57·4, depth 33·9; engines, triple, by Sir C. Furness, Westgarth & Co., Middlesbro', I.H.P. 4,500, speed 13 knots; No. of pass. 650 third, electric light.

UMBILO—steel, screw, owners Natal Line, built by W. Gray and Co., Ltd., West Hartlepool, 1890. R.T. 1,923, length 270·4, breadth 37·5, depth 23·0; engines, triple, by Central Marine Engineering Works, West Hartlepool, I.H.P. 1,100, speed 11 knots; No. of pass. 12 first, 6 second, electric light.

UMBRIA—steel, screw, owners Cunard Line, built by J. Elder & Co., Glasgow, 1884. R.T. 8,128, length 501·6, breadth 57·2, depth 38·2; engines, compound, by builders, I.H.P. 15,000, speed 20 knots; No. of pass. 400 first, 200 second, 500 third, electric light.

UMFULI—steel, screw, owners Natal Line, built by J. Laing, Sunderland, 1893. R.T. 2,370, length 300·3, breadth 40·2, depth 24·0; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 1,300, speed 12 knots; No. of pass. 36 first, 28 second, electric light.

UMGENI—steel, screw, owners Natal Line, built by Sir Jas. Laing, Sunderland, 1898. R.T. 2,662, length 330·2, breadth 41·25, depth 24·89; engines, triple, by Geo. Clark, Limited, Sunderland, I.H.P. 2,000, speed 13 knots; No. of pass. 44 first, 20 second, electric light.

UMHLALI—steel, screw, owners Natal Line, built by Sir J. Laing & Sons, Ltd. Sunderland, 1905. R.T. 3,379, length, 348·0, breadth 43·3, depth 28·0; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 2,000, speed 13 knots, electric light; No. of pass. 42 first only.

UMHLOTI—steel, screw, owners Natal Line, built by W. Gray and Co., West Hartlepool, 1890. R.T. 2,173, length 300·0, breadth 40·0, depth 24·0; engines, triple, by Central Marine Engineering Works, West Hartlepool, I.H.P. 1,300, speed 12 knots; No. of pass. 12 first, 6 second, electric light.

UMKUZI—steel, screw, owners Natal Line, built by J. Laing, Sunderland, 1890. R.T. 2,050, length 281·5, breadth 38·9, depth 24·5; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 1,000, speed 11 knots; No. of pass. 12 first, electric light.

UMLAZI—iron and steel, screw, owners Natal Line, built by J. Laing, Sunderland. 1888. R.T. 1,793, length 260·0, breadth 36·6, depth 23·2; engines, triple, by G. Clark, Sunderland, I.H.P. 1,000, speed 10 knots; No. of pass. 12 first, electric light

UMSINGA—steel screw, owners Natal Line, built by Sir I. Laing and Sons, Ltd., Sunderland, 1901. R.T. 2,963, length 340·0, breadth 42 7, depth 26·3; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 2,100, speed 13 knots; No. of pass. 32 first, electric light.

UMTALI—steel, screw, owners Natal Line, built by J. Laing, Sunderland, 1896. R.T. 2,641, length 321·0, breadth 41·2, depth 24·52; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 2,000, speed 13 knots; No. of pass. 36 first, 20 second, electric light.

UMTATA—steel, screw, owners Natal Line, built by Sir Jas Laing, Sunderland, 1898. R.T. 2,655, Length 330·2, breadth 41·25, depth 24·9; engines, triple, by Geo. Clark, Ltd., Sunderland, I.H.P. 2,000, speed 13 knots; No. of pass. 44 first, 20 second, electric light.

UMVOLOSI—steel, screw, owners Natal Line, built by Sir J. Laing & Sons, Ltd., Sunderland, 1902. R.T. 2,986, length 340·0, breadth 42·7, depth 26·50; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 2,100, speed 13 knots; No. of pass. 38 first, electric light.

UMVOTI—steel, screw, owners Natal Line, built by J. Laing, Sunderland, 1896. R.T. 2,625, length 321·0, breadth 41·2, depth 24·52; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 2,000, speed 13 knots; No. of pass. 36 first, 20 second, electric light.

UMZINTO—iron and steel, screw, owners Natal Line, built by J. Laing, Sunderland, 1887. R.T. 1,802, length 261·0, breadth 36·2, depth 23·9; engines, triple, by G. Clark, Sunderland, I.H.P. 1,000, speed 10 knots; No. of pass. 12 first, electric light.

UMZUMBI—steel, twin-screw, owners Natal Line, built by Sir James Laing & Sons, Sunderland, 1904. R.T. 3,379, length 348·0, breadth 43·3, depth 16·9; engines, triple, by G. Clark, Ltd., Sunderland, I.H.P. 2,000, speed 13 knots, electric light; No. of pass. 42 first only.

UNA—steel, screw, owners Wilson Line, built by J. Scott & Co., Kinghorn, 1899. R.T. 1,407, length 237·2, breadth 34·2, depth 16·8, engines, triple, by builders.

URANIA—steel, screw, owners Finland Steamship Co., built by Wigham, Richardson & Co., Newcastle-on-Tyne, 1891. R.T. 1,137, speed 13 knots. Accommodation 30 first, 14 second, 300 third, electric light; stewardess.

URMSTON GRANGE—steel, screw, owners Houlder Line, built by Workman, Clark & Co., Ld., Belfast, 1894. R.T. 3,444, length 340·0, breadth 46·5, depth 17·6; engines, triple, by builders, I.H.P. 2,300, speed 13 knots; No of pass. 12 first, 10 second, electric light.

VADERLAND—steel, twin-screw, owners Red Star Line, built by J. Brown & Co., Ltd., 1900. R.T. 11,898, length 580·0, breadth 60·0, depth 38·2; engines, quadruple, by builders, electric light.

VALDIVIA—steel, screw, owners Hamburg-American Line, built by Armstrong, Mitchell & Co., Ltd., Newcastle, 1886. R.T. 2,176, length 308·2, breadth 36·6, depth 23·7; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle, electric light.

VALESIA—iron, screw, owners Hamburg-American Line, built by Germania Werft, Kiel, 1882. R.T. 2,295, length 301·5, breadth 37·4, depth 23·8; engines, compound, by Mark Schl. M. Co., Berlin, electric light.

VANCOUVER—iron, screw, owners Dominion Line, built by C. Connell & Co., Glasgow, 1884. R.T. 5,231, length 430·6, breadth 45·0, depth 33·6; engines, triple, by Harland & Wolff, Ltd., Belfast, speed 13½ knots; No. of pass. 200 first, 200 second, electric light.

VECTIS—steel, twin-screw, owners P. & O. Company, built by Caird & Co., Greenock, 1881. R.T. 5,590, length 449·2, breadth 44·4, depth 33·5; engines, triple, by builders, electric light.

VENTURA—steel, twin-screw, owners American & Australian Line, built by W. Cramp & Sons, Philadelphia, 1900. R.T. 5,500, length 398·0, breadth 50·0, depth 38·0; engines, triple, by builders, speed 17 knots; No. of pass. 240 first, 100 second, 100 third.

VICTORIA—steel, screw, owners P. & O. Company, built by Caird & Co., Greenock, 1887. R.T. 6,527, length 465·8, breadth 52·0, depth 26·3; engines, triple, by builders, I.H.P. 7,500, speed 16½ knots; No. of pass. 230 first, 156 second, electric light.

VICTORIAN—steel, screw, owners Leyland Line, built by Harland & Wolff, Belfast, 1895. R.T. 8,825, length 512·5, breadth 59·2, depth 35·0; engines, triple, by builders, I.H.P. 4,500, speed 14 knots; No. of pass. 60 first, electric light. F. Shepherd, commander.

VICTORIAN—steel, twin-screw, owners Allan Line, built by Workman, Clark & Co., Ltd., Belfast, 1904. R.T. 12,000, length 504·0, breadth 60·0, depth 40·6; engines, turbine triple, by builders, speed 17 knots; No. of pass. 200 first, 300 second, 1,000 third. First ocean liner fitted with turbine engines. Electric light.

VIENNA—steel, twin-screw, owners Great Eastern Railway, built by Earle, Hull, 1894. R.T. 1,760, length 302·4, breadth 36·0, depth 16·2; engines, triple, by builders.

VIGILANCIA—iron and steel, screw, owners Ward Line, built by Delaware River Co., Chester, Pa., 1890. R.T. 4,115, length 321·8, breadth 45·2, depth 18·5; engines, triple, by builders, I.H.P. 2,600, speed 14 knots; No. of pass. 70 first, 40 second, electric light.

VILLE DE LA CIOTAT—steel, screw owners Messageries Maritimes, built by owners, 1892. R.T. 6,461, length 485·8, breadth 47·9, depth 36·8; engines, triple, by builders, I.H.P. 7,200, electric light.

VIRGINIAN—iron, screw, owners Wilsons and Furness-Leyland Line, built by Palmers' Co., Ltd., Newcastle, 1881. R.T. 4,195, length 422·2, breadth 40·9, depth 28·9; engines, compound, by builders.

VIRGINIAN—steel, twin-screw, owners Allan Line, built by A. Stephens & Sons, Glasgow, 1904. R.T. 12,000, length 540·0, breadth 60·0, depth 40·6; engines, turbine triple, by builders, speed 17 knots; No. of pass. 200 first, 300 second, 1,000 third, electric light.

VOLTA—steel, screw, owners British and African S.N. Co., built by Naval Construction and Armaments Co., Barrow, 1891. R.T. 2,702, length 327·6, breadth 39·4, depth 22·0; engines, triple, by builders, I.H.P. 1,200, speed 10½ knots; No. of pass. 44 first, 14 second, electric light.

VULCAN—steel, screw, owners Norddeutscher Lloyd, built by G. Seebeck Ges., 1896. R.T. 124, length 95·7, breadth 18·9, depth 10·5; engines, triple, by builders.

WAIMATE—steel, screw, owners New Zealand Shipping Co., built by R. & W. Hawthorn, Leslie & Co., Newcastle, 1896. R.T. 5,610, length 420·0, breadth 54·0, depth 28·6; engines, triple, by builders, speed 12 knots; No. of pass. 12 first, electric light.

WAIPARA—steel, screw, owners British India Steam Nav. Co., Ltd., built by Hawthorn, Leslie & Co., Ltd., Newcastle, 1904. R.T. 5,505, length 420·6, breadth 54·0, depth 28·6; engines, triple, by N.E. Marine Eng. Co., Ltd., Newcastle.

WAIWERA—steel, screw, owners Shaw, Savill & Albion Line, built by W. Denny & Bros. R.T. 6,237, length 425·7, breadth 54·1, depth 29·8; engines, triple, by builders, I.H.P. 4,500, speed 11 knots, electric light.

WAKANUI—steel, screw, owners New Zealand Shipping Co., built by R. W. Hawthorn, Leslie & Co. R.T. 5,706, length 420·0, breadth 54·0, depth 28·6; engines, triple, by builders, I.H.P. 3,500, speed 12 knots; No. of pass. 26 first, electric light.

WAKASA MARU—steel, twin-screw, owners Japan Line, built by D. & W. Henderson & Co., Glasgow, 1897. R.T. 5,873, length 445·0, breadth 49·4, depth 30·5; engines, triple, by builders, speed 14 knots; No. of pass. 26 first, 20 second, electric light.

WAKOOL—steel, screw, owners Lund's Blue Anchor Line, built by Sunderland Shipbuilding Co., 1898. R.T. 5,014, length 400·0, breadth 47·5, depth 20·2; engines, triple, by North Eastern Marine Co., Newcastle, electric light.

WALMER CASTLE—steel, twin-screw, owners Union-Castle Line, built by Harland & Wolff, Belfast, 1901. R.T. 12,385, length 585·6, breadth 64·0, depth 42·9; engines, quadruple, by builders; No. of pass. 300 first, 200 second, electric light.

WARRI—steel, screw, owners British and African S.N. Co. (1900), Ltd., built by Tyne Iron S.B. Co., Ltd., Newcastle, 1901. R.T. 2,493, length 325·0, breadth 45·0, depth 22·2¼; engines, triple, by Wallsend Slipway Co.

WARRIGAL—steel, screw, owners Lund's Blue Anchor Line, built by Sunderland Shipbuilding Co., 1893. R.T. 4,387, length 400·0, breadth 47·6, depth 26·6; engines, quadruple, by Wigham, Richardson and Co., Newcastle.

WARWICKSHIRE—steel, twin-screw, owners Bibby Line, built by Harland & Wolff, Belfast, 1901. R.T. 7,966, length 470·0, breadth 58·0, depth 30·5; engines, quadruple, by builders, I.H.P. 5,500, speed 14½ knots; No. of pass. 200 first, electric light.

WEAR—steel, screw, owners Royal Mail Steam Packet Co., built by J. McArthur & Co., Paisley, 1892. R.T. 180, length 120·0, breadth 21·1, depth 8·7; engines, compound, by Bow, McLachlan & Co., Paisley.

WEIMAR—steel, screw, owners Norddeutscher Lloyd, built by Fairfield Co., Glasgow, 1891. R.T. 4,996, length 415·0, breadth 48·0, depth 31·3; engines, triple, by builders, I.H.P. 3,200, speed 13 knots; No. of pass. 42 first, 36 second, electric light.

WELSHMAN—steel, twin-screw, owners Dominion Line, built by Harland & Wolff, Ltd., Belfast, 1891. R.T. 5,730, length 461·0, breadth 49·1, depth 23·2; engines, triple, by builders, electric light.

WESTPHALIA—steel, screw, owners Hamburg-American Line, built by Russell & Co., Greenock, 1889. R.T. 3,095, length 329·6, breadth 42·4, depth 18·3; engines, triple, by Dunsmuir & Jackson, Glasgow; electric light.

WHAKATANE—steel, screw, owners New Zealand Shipping Co., built by R. & W. Hawthorn, Leslie & Co. R.T. 5,700, length 420·0, breadth 54·0, depth 28·6; engines, triple, by builders, I.H.P. 3,500, speed 12 knots; No. of pass. 26 first, electric light.

WILCANNIA—steel, screw, owners Lund's Blue Anchor Line, built by Sunderland Shipbuilding Co., Ltd., Sunderland, 1899. R.T. 4,953, length 400·0, breadth 47·6, depth 20·3; engines, triple, by N.E. Marine Co., Ltd., Newcastle, electric light.

WILLEHAD—steel, twin-screw, owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1894. R.T. 4,761, length 383·4, breadth 46·0, depth 27·2; engines, triple, by builders, electric light.

WILLIAM CLIFF—steel, screw, owners F. Leyland & Co., built by Barclay, Curle & Co., Glasgow, 1888. R.T. 3,352, length 370·0, breadth 41·2, depth 27·0; engines, triple, by builders, I.H.P 1,940, speed 12 knots; No. of pass. 30 first.

WINIFREDIAN—steel, screw, owners Leyland Line, built by Messrs. Harland & Wolff, Ltd., Belfast. R.T. 10,405, length 552·5, breadth 59·35, depth 36·85; engines, triple, by builders, I.H.P. 5,500, speed 14 knots; No. of pass. 135 first, electric light.

WITTEKIND—steel, twin-screw, owners Norddeutscher Lloyd, built by Blohm & Voss, Hamburg, 1894. R. T. 4,755, length 383·4, breadth 46·0, depth 27·2; engines, triple, by builders, I.H.P. 2,700, speed 13 knots; No. of pass. 76 first, electric light.

WITTENBERG—steel, screw, owners Norddeutscher Lloyd, built by Flensburg Shiffs Co., Flensburg, 1895. R.T. 3,689, length 356·0, breadth 42·0, depth 29·7; engines, triple, by builders, electric light.

WORCESTERSHIRE—steel, twin-screw, owners Bibby Line, built by Harland & Wolff, Ltd., Belfast, 1904. R.T. 7,160, length 452·3, breadth 54·35, depth 30·4; engines, quadruple, by builders, I.H.P. 5,000, speed 14 knots; No. of pass. 200 first, electric light.

WÜRZBURG—steel, screw, owners Norddeutscher Lloyd, built by Bremen Vulcan Vegesack, Bremen, 1899. R.T. 5,000.

YANG-TSE—iron, screw, owners Messageries Maritimes, built by Messageries Maritimes, La Ciotat, 1877. R.T. 3,792, length 394·6, breadth 39·7, depth 32·8; engines, compound, by builders, I.H.P. 2,900, electric light.

YARRA—iron, screw, owners Messageries Maritimes, built by owners, 1883. R.T. 4,255, length 416·7, breadth 41·6, depth 30·7, engines, triple, by builders, I.H.P. 4,000, electric light.

YOLA—steel, screw, owners Elder Dempster, Shipping, Ltd., built by Sunderland Shipbuilding Co., Ltd., Sunderland, 1898. R.T. 3,504, length 356·0, breadth 45·0, depth 21·4; engines, triple, by N.E. Marine Co., Ltd., Newcastle.

YORCK—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Danzig, 1906. R.T. 9,000, length 474·75, breadth 56·9, depth 39·0; engines, triple, by builders, I.H.P. 6,300; No. of pass. 95 first, 71 second, 2,000 third, electric light.

YORK CASTLE—steel, screw, owners Union-Castle Line, built by Sir James Laing & Sons, Sunderland, 1901. R.T 5,310, length 406·0, breadth 50·0, depth 32·0; engines, triple, by George Clark and Sons, Sunderland, I.H.P. 2,500, electric light.

YORUBA—steel, screw, owners Elder Dempster, Shipping, built by Barclay, Curle & Co., Glasgow, 1895. R.T. 3,000, length 322·0, breadth 42·0, depth 19·3; engines, triple, by builders.

YUCATAN—steel, screw, owners Ward Line, built by Delaware River I. S. & E. Works, Chester, Pa., 1890. R.T. 3,525, length 336·2, breadth 43·2, depth 22·3; engines, triple, by builders, I.H.P. 2,600, speed 14 knots; No. of pass. 80 first, 30 second, electric light.

YUCATAN—iron, screw, owners F. Leyland & Co., built by Harland & Wolff, Belfast, 1882. R.T. 2,817, length 336·5, breadth 38·2, depth 26·3; engines, compound, by builders, I.H.P. 1,400, speed 10 knots; No. of pass. 25 first.

YUNNAN—steel, twin-screw, owners Messageries Maritimes, built by Forges & C. de la Medit., Havre, 1903. R.T. 6,465, length 414·4, breadth 50·6, depth 29·5; engines, triple, by builders, electric light.

ZARA—steel, screw, owners Wilson Line, built by W. Hamilton & Co., Port Glasgow, 1897. R.T. 1,566, length 257·0, breadth 35·2, depth 16·5; engines, triple, by Hutson & Son, Glasgow.

ZARIA—steel, screw, owners British & African S.E. Co. (1900), Ltd., built by Clyde S. & E. Co., Ltd., Port Glasgow, 1904. R.T. 3,243, length 350·0, breadth 48·6, depth 22·3; engines, triple, by builders.

ZEELAND—steel, twin-screw, owners Red Star Line, built by J. Brown & Son, Glasgow, 1901. R.T. 11,950, length 561·6, breadth 60·0, depth 38·2; engines, quadruple, by builders.

ZENT — steel, screw, owners Elders & Fyffes, Ltd., built by Workman & Clark, Belfast, 1905. R.T. 4,000, length 365·0, breadth 46·6, depth 33·4, electric light, speed 13 knots; No. of pa ss. 12 first; engines, triple, by builders.

ZIETEN—steel, twin-screw, owners Norddeutscher Lloyd, built by F. Schichau, Dantzig, 1902. R.T. 8,300, length 442·6, breadth 55·4, depth 36·1; engines, triple, by builders, I.H.P. 5,000.

ZUNGERU—steel, twin-screw, owners Elder Dempster, Shipping, Ltd., built by Sir R. Dixon & Co., Ltd., Middlesbro', 1904. R.T. 4,260, length 375·5, breadth 47·0, depth 23·3; engines, triple, by Wallsend Slipway Co., Ltd., Newcastle.

ZWEENA—steel, screw, owners Forwood Line, built by Napier and Miller, 1900. R.T. 1,618, length 273·0, breadth 37·1, depth 17·2; engines, triple, by Dunsmuir & Jackson, speed 12 knots; No. of pass, 42 first, electric light.

Chart 1.

THE WORLD ON ME

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——— Steamship Routes.

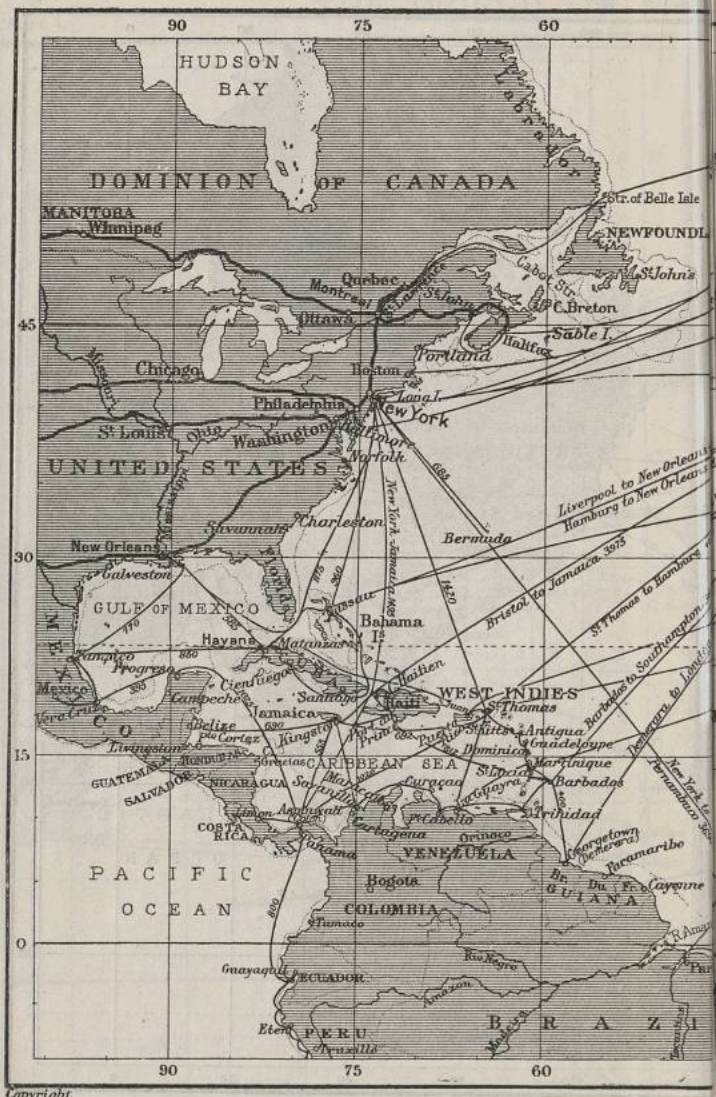
ATOR'S PROJECTION

Chart 1.

Distances in Nautical Miles.

Chart 2.

NORTH ATLANTIC



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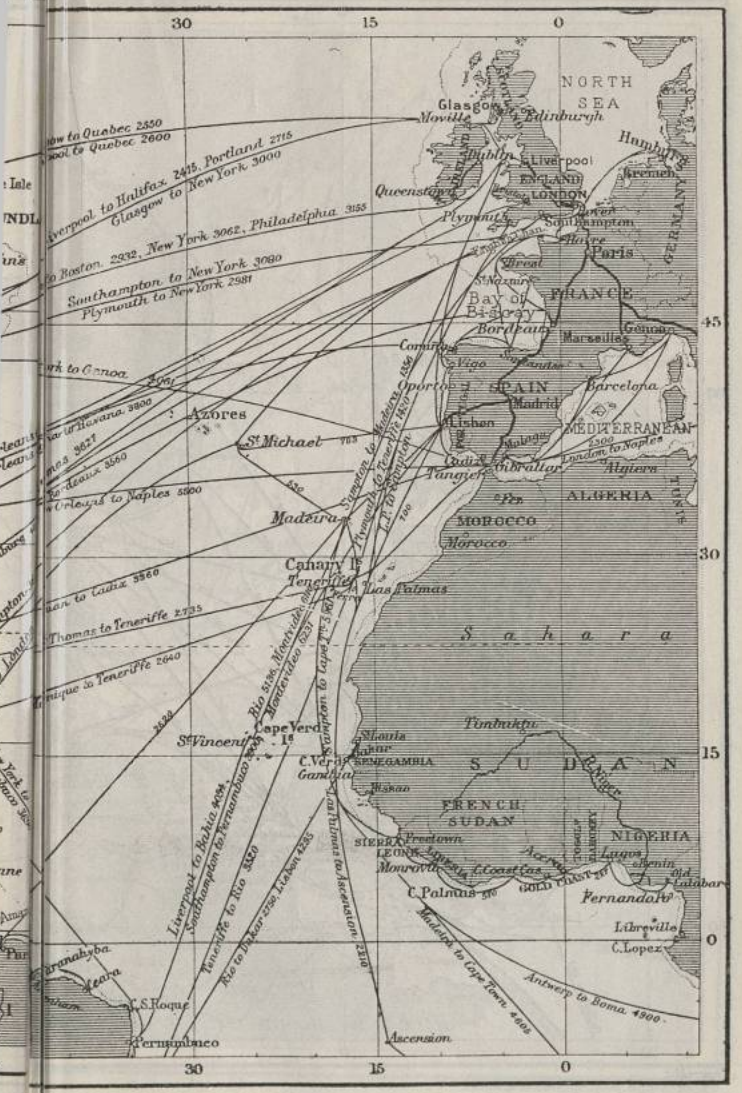

Distances in Nautical Miles.

Chart 3.

NORTH SEA AND BAL

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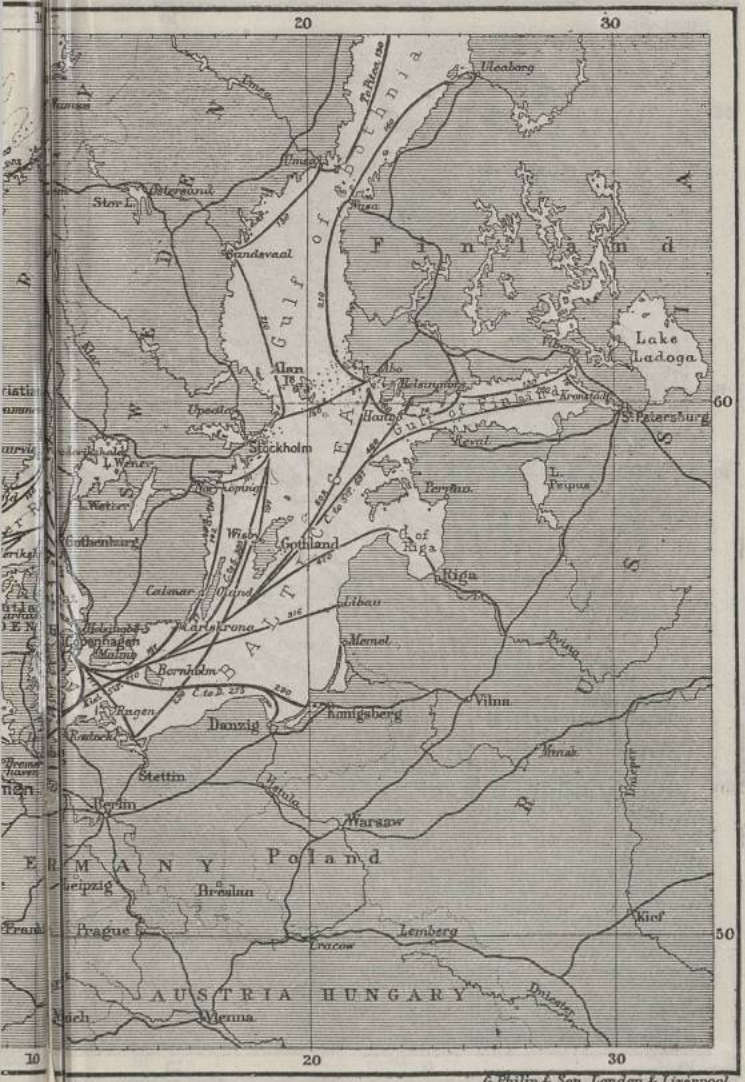
ANBALTIC PORTS.

Chart 3.

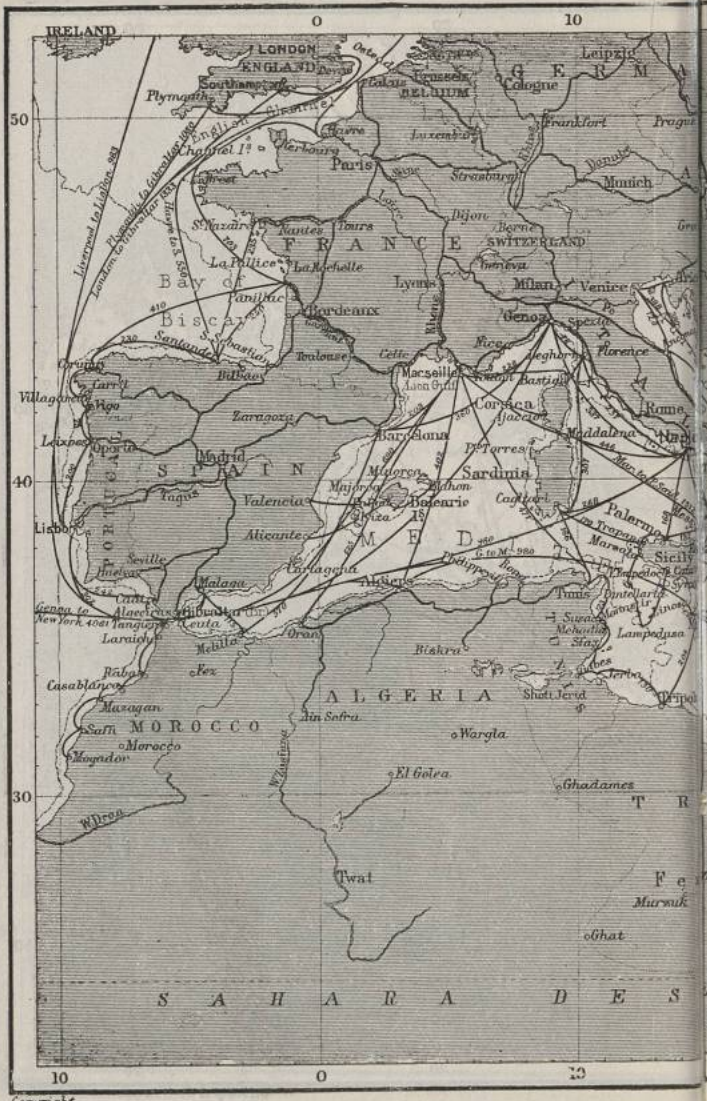


G. Philip & Son, London & Liverpool.

Distances in Nautical Miles.

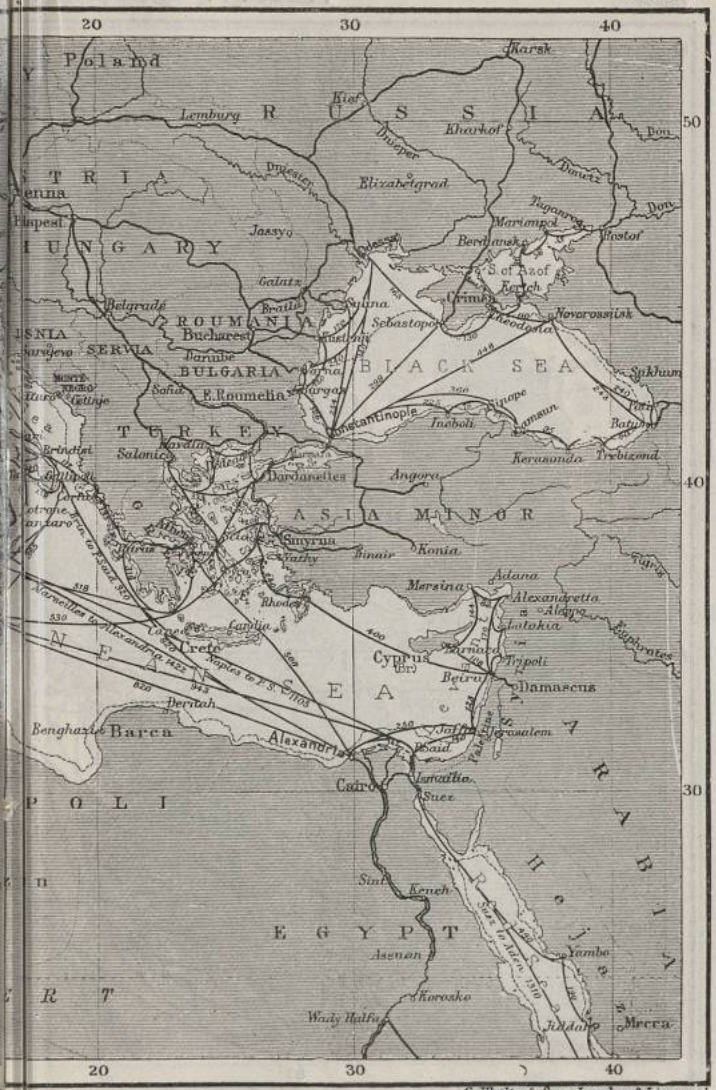
Chart 4.

MEDITERRANEAN


IRELAND
LONDON
ENGLAND
Southampton
Plymouth
English Channel
Cherbourg
Paris
Brest
Nantes
Tours
Bay of Biscay
La Pallice
La Rochelle
Bordeaux
Santander
San Sebastian
Bilbao
Toulouse
Lyons
Marseilles
Nice
Genoa
Milan
Venice
Florence
Rome
Corsica
Sardinia
Barcelona
Madrid
Lisbon
Valencia
Majorca
Minorca
Balearic Is.
Algiers
Tunis
Palermo
Sicily
Malaga
Cadiz
Seville
Gibraltar
Tangier
Oran
Bona
Biskra
Laraiche
Rabat
Casablanca
Mazagan
Safi
Morocco
Mogador
Fez
Melilla
ALGERIA
MOROCCO
Wargla
El Golea
Ghadames
Twat
Ghat
SAHARA DESERT
Leipzig
Cologne
Frankfort
Prague
Munich
Geneva
Switzerland
Dijon
Berne
Strasbourg
Brussels
Belgium
Luxemburg
Calais
Dover
Havre
Cherbourg
Liverpool to Lisbon
London to Gibraltar
Plymouth to Gibraltar
Liverpool to Gibraltar
Havre to S. Sebastian
Genoa to New York
Zaragoza
Oporto
Vigo
Coruna
Villagarcia
Leixoes
Tagus
Guadiana
Huelva
Cadiz
Algeciras
Tangier
Ceuta
Alaeel
Tetuan
Tarifa
Gibraltar
Alicante
Carthagena
Ibiza
Palma
Majorca
Minorca
Balearic Is.
Cagliari
Maddalena
La Spezia
Leghorn
Civita Vecchia
Naples
Messina
Catania
Syracuse
Malta
Tripoli
Bizerta
Tunis
Susa
Mehadia
Sfax
Kairouan
Gabes
Tarhuna
Lampedusa
Pantellaria
Marsala
Trapani
Palermo
Sicily
Naples
Rome
Civita Vecchia
Leghorn
Genoa
Nice
Marseilles
Cette
Toulouse
Bordeaux
Nantes
Tours
Paris
Cherbourg
Havre
Brest
Dijon
Berne
Geneva
Switzerland
Strasbourg
Brussels
Belgium
Luxemburg
Calais
Dover
Frankfort
Prague
Munich
Leipzig
Cologne
Germany
France
Spain
Portugal
Italy
Algeria
Morocco
Sahara Desert
Tripoli
Barbary
Fezzan
Mursuk
Ghadames
Wargla
El Golea
Twat
Ghat
Biskra
Oran
Algiers
Bona
Tunis
Bizerta
Susa
Sfax
Gabes
Tarhuna
Lampedusa
Pantellaria
Malta
Syracuse
Catania
Messina
Naples

EA AND BLACK SEA.

Chart 4.



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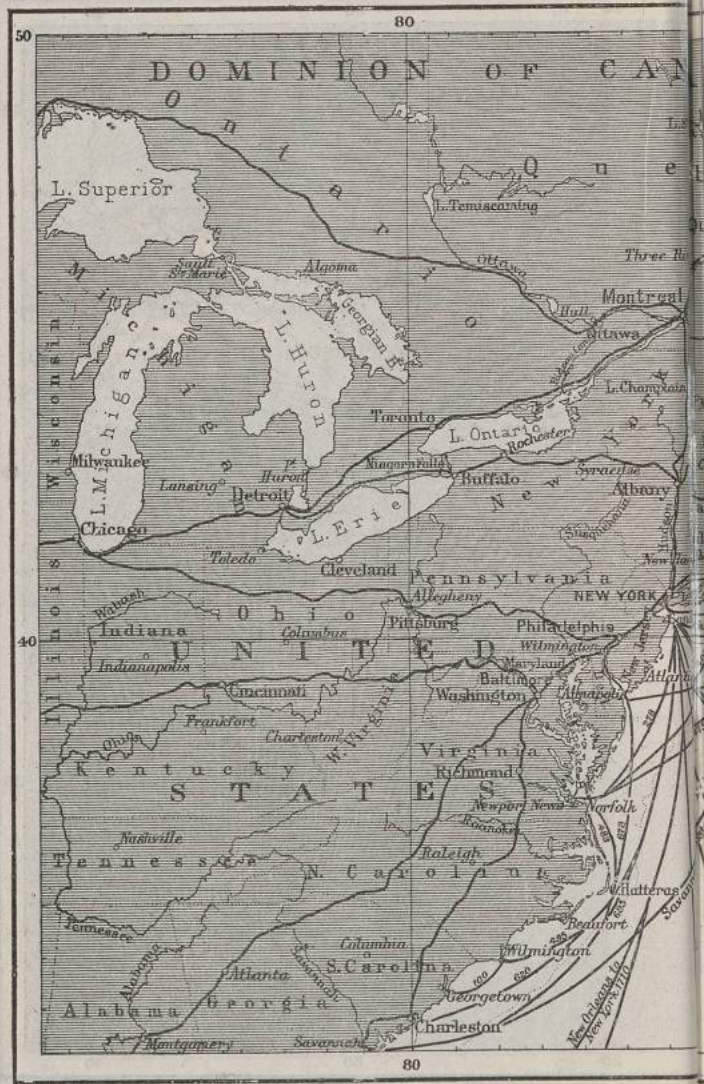
Distances in Nautical Miles.

NORTH AMERICA



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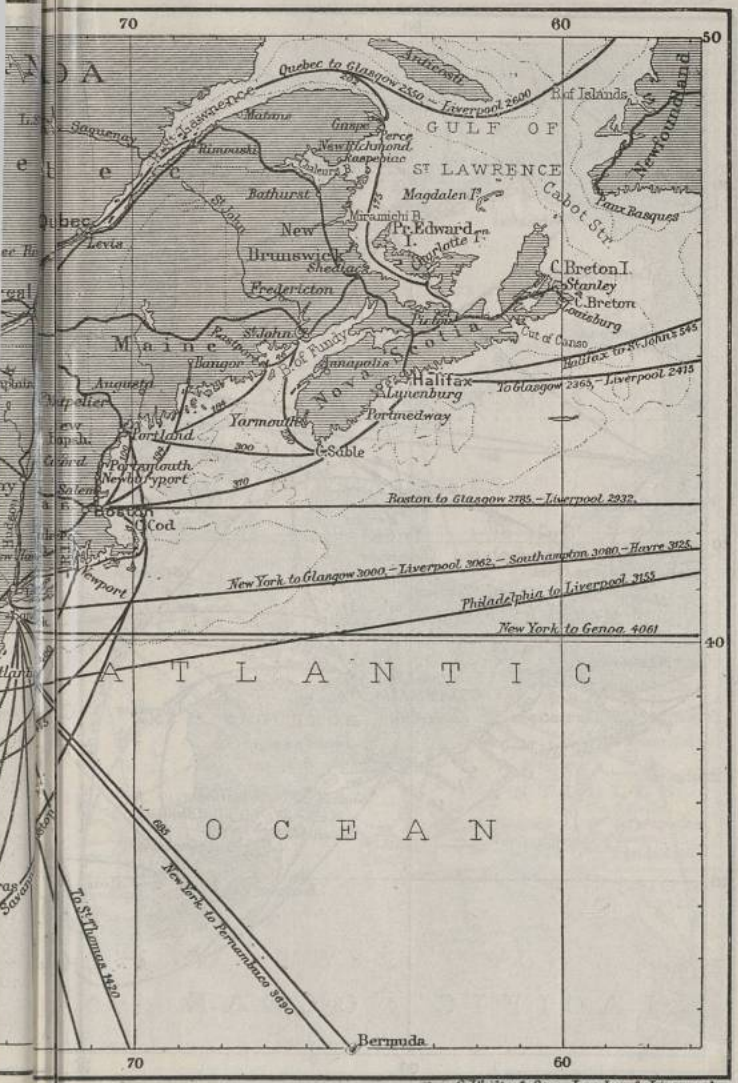
——— Steamship Routes.

ATLANTIC PORTS.

Chart 5.

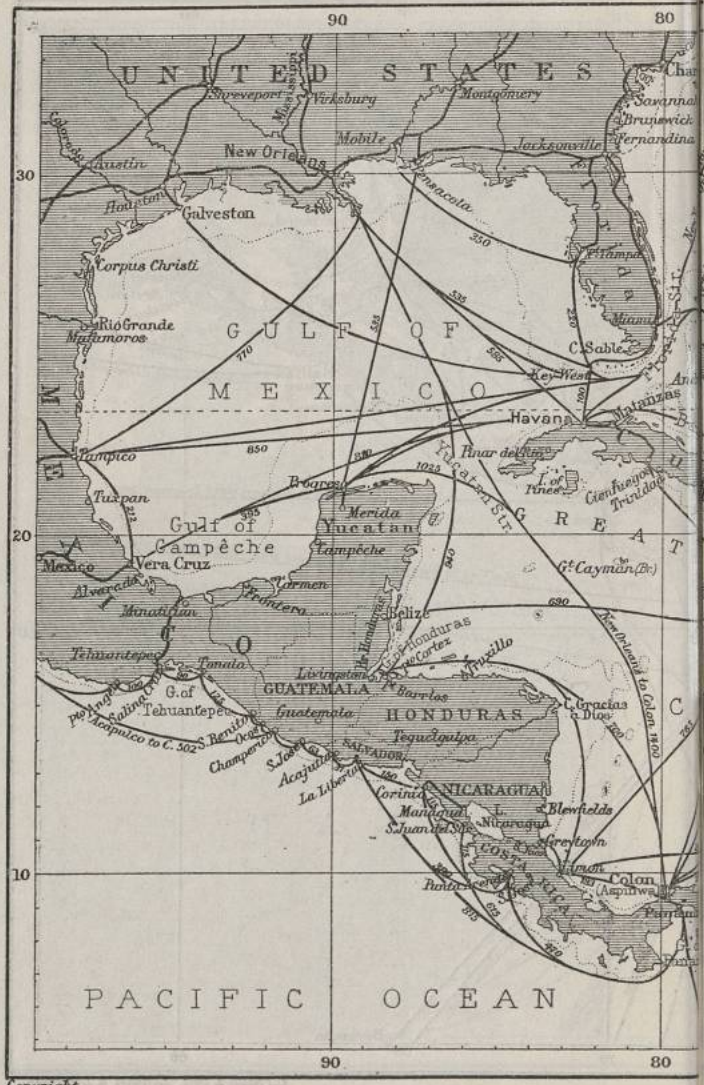


G. Philip & Son, London & Liverpool.

Distances in Nautical Miles.

Chart 6.

GULF OF MEXICO AND



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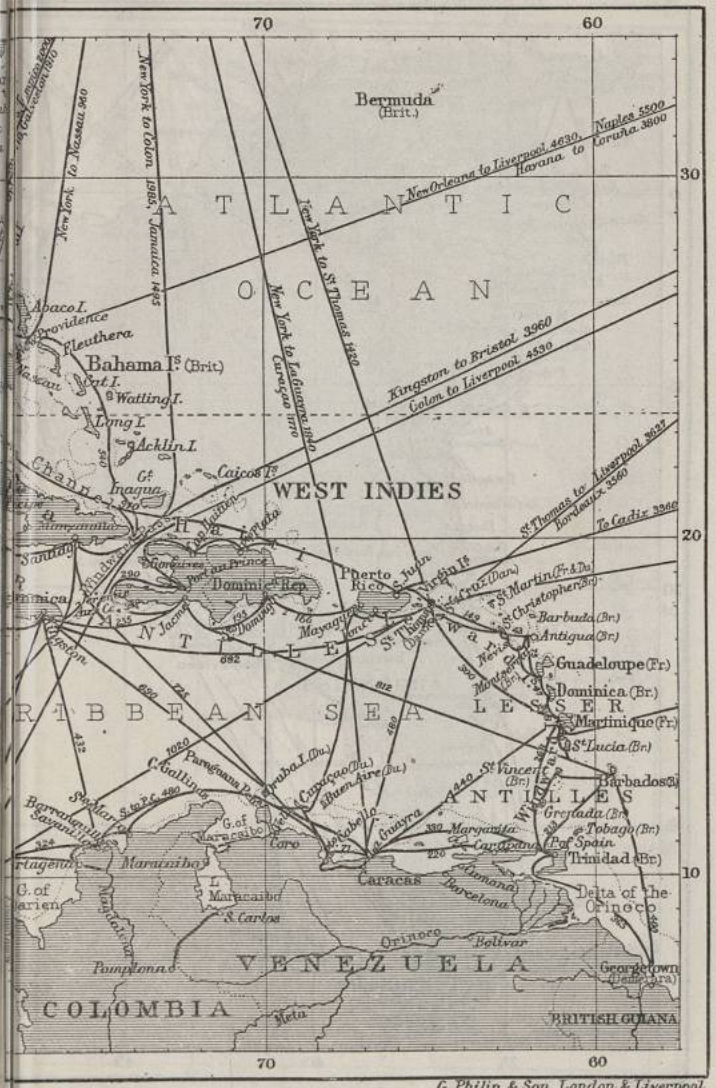
AND CARIBBEAN SEA.

Chart 6.



G. Philip & Son, London & Liverpool

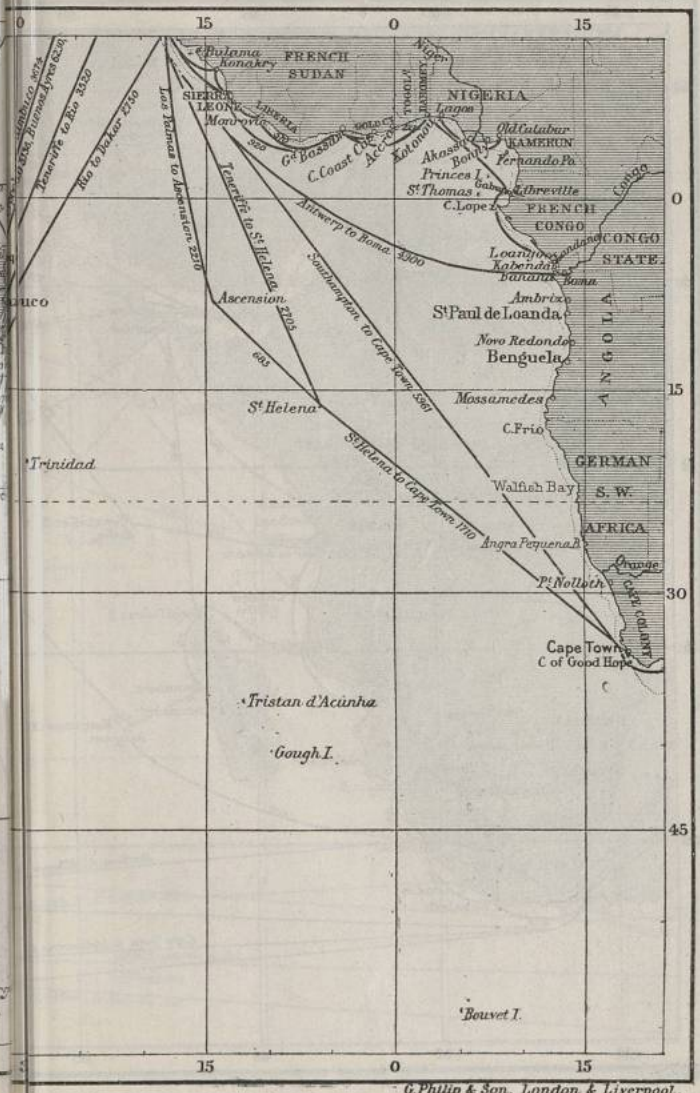
Distances in Nautical Miles.

SOUTH ATL

75
45
0
15
30
45
60
Barbados
Curaçao
Trinidad
Aspinwall
La Guayra
Cartagena
Orinoco
COSTA RICA
Colon
Panama
VENEZUELA
Georgetown
Paramaribo
Fr. Guiana
Cayenne
Buenaventura
Bogota
COLOMBIA
Tumaco
Bahia Esmeraldas
Manta
Guayaquil
ECUADOR
Rio Negro
Manaos
R. Amazon
Para
Maranham
Paita
Amazon
Madeira
Tocantins
Pimentel
Eten
Pacasmayo
Salaverry
Trujillo
Chimbote
Huacho
PERU
B R A Z I L
Callao
Lima
Cerro de Pasco
Cuzco
Pisco
Arequipa
La Paz
Mollendo
BOLIVIA
Arica
Pisagua
Iquique
Tocopilla
Cobija
Antofagasta
Juiju
Asuncion
Paraguay
Parana
Santos
Rio de Janeiro
Taltal
Caldera
Copiapo
Tucuman
Paranagua
Desterro
Coquimbo
Cordoba
Valparaiso
Santiago
Rosario
URUGUAY
Rio Grande do Sul
Buenos Ayres
La Plata
Montevideo
Talcahuano
Concepcion
ARGENTINA
Bahia Blanca
C. Corrientes
Valdivia
Corral
Carman
Ancud
Chiloe I.
Pto Montt
Pto Madryn
G. of Penas
Wellington I.
Falkland Is
Stanley
Arenas
Str of Magellan
Tierra del Fuego
C. Horn
Wellington to Rio 6770
Wellington to Rio
Valparaiso to Montevideo
Stanley to Montevideo 1815
From N.Y. 5000
Para to Madeira 2800
Madeira to Barbados 1675
Barbados to Bermuda 1675
Bermuda to Azores 2300
Azores to Lizard 1200
Lizard to Gibraltar 1000
Gibraltar to Malta 1000
Malta to Alexandria 1000
Alexandria to Port Said 200
Suez Canal 100
Red Sea 1300
Aden to Bombay 1900
Bombay to Colombo 1200
Colombo to Singapore 1700
Singapore to Hong Kong 1600
Hong Kong to Yokohama 1800
Yokohama to San Francisco 4500
Panama to San Francisco 4700
Panama to N.Y. 2000
Rio de Janeiro to Santos 300
Rio de Janeiro to Victoria 1000
Victoria to Bahia 1000
Bahia to Pernambuco 1000
Pernambuco to Natal 1000
Natal to Para 1000
Para to Maranham 1000
Maranham to Parahyba 1000
Parahyba to Natal 1000
Natal to Pernambuco 1000
Pernambuco to Bahia 1000
Bahia to Victoria 1000
Victoria to Rio de Janeiro 1000
Rio de Janeiro to Santos 300
Santos to Paranagua 1000
Paranagua to Desterro 1000
Desterro to Pt Alegre 1000
Pt Alegre to Rio Grande do Sul 1000
Rio Grande do Sul to Maldonado 1000
Maldonado to Montevideo 1000
Montevideo to La Plata 1000
La Plata to Buenos Ayres 1000
Buenos Ayres to Rosario 1000
Rosario to Cordoba 1000
Cordoba to Coquimbo 1000
Coquimbo to Valparaiso 1000
Valparaiso to Santiago 1000
Santiago to Talcahuano 1000
Talcahuano to Valdivia 1000
Valdivia to Corral 1000
Corral to Pto Montt 1000
Pto Montt to Ancud 1000
Ancud to Chiloe I. 1000
Chiloe I. to Pto Madryn 1000
Pto Madryn to Bahia Blanca 1000
Bahia Blanca to C. Corrientes 1000
C. Corrientes to Carman 1000
Carman to Arenas 1000
Arenas to Stanley 1000
Stanley to Falkland Is 1000
Falkland Is to Tierra del Fuego 1000
Tierra del Fuego to C. Horn 1000
C. Horn to Wellington to Rio 1000
Wellington to Rio 6770
Wellington I. to G. of Penas 1000
G. of Penas to Wellington I. 1000
Wellington I. to Str of Magellan 1000
Str of Magellan to Arenas 1000
Arenas

C OCEAN.

Chart 7.



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Distances in Nautical Miles.

Chart 8.

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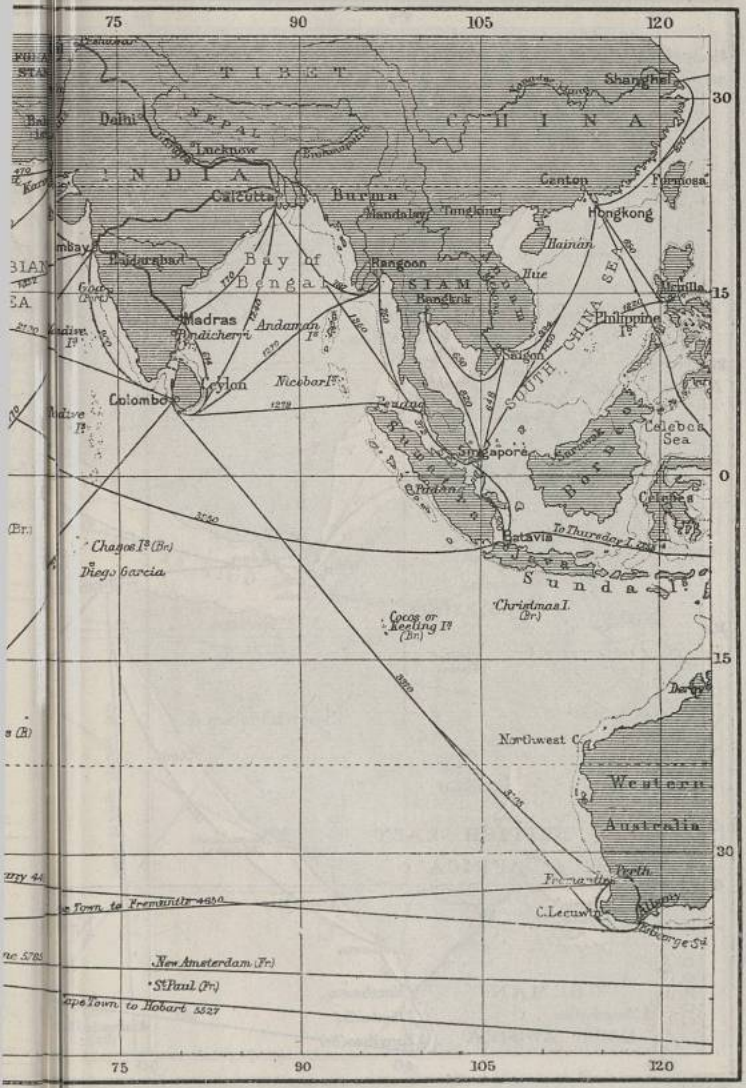
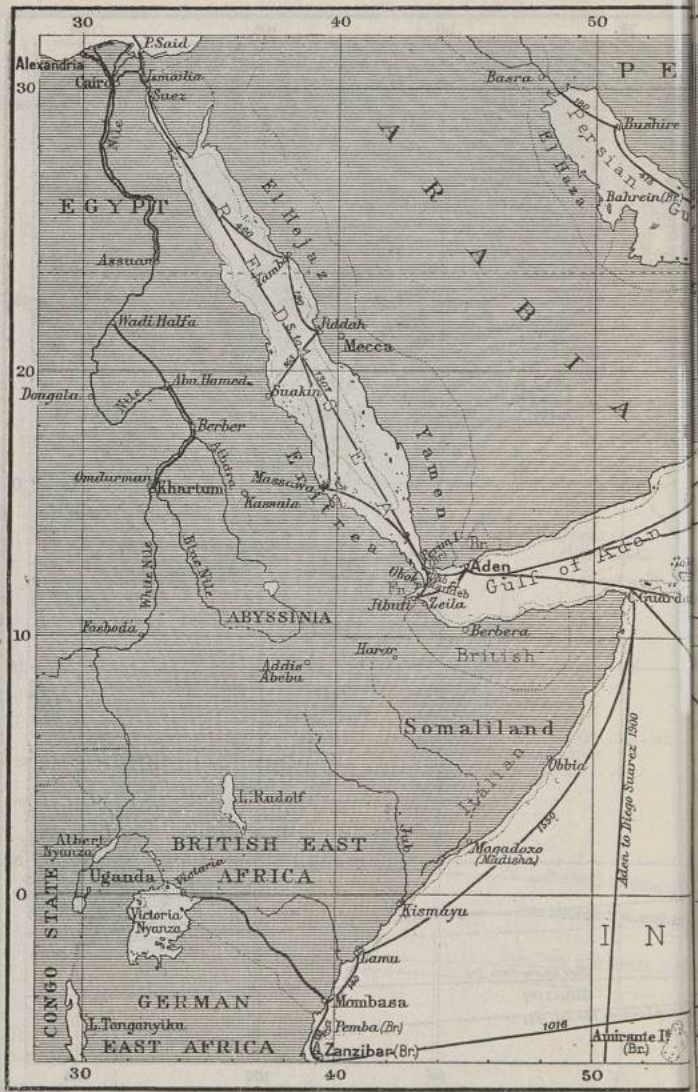
——— Steamship Routes.



Distances in Nautical Miles.

Chart 9

RED SEA AND RA



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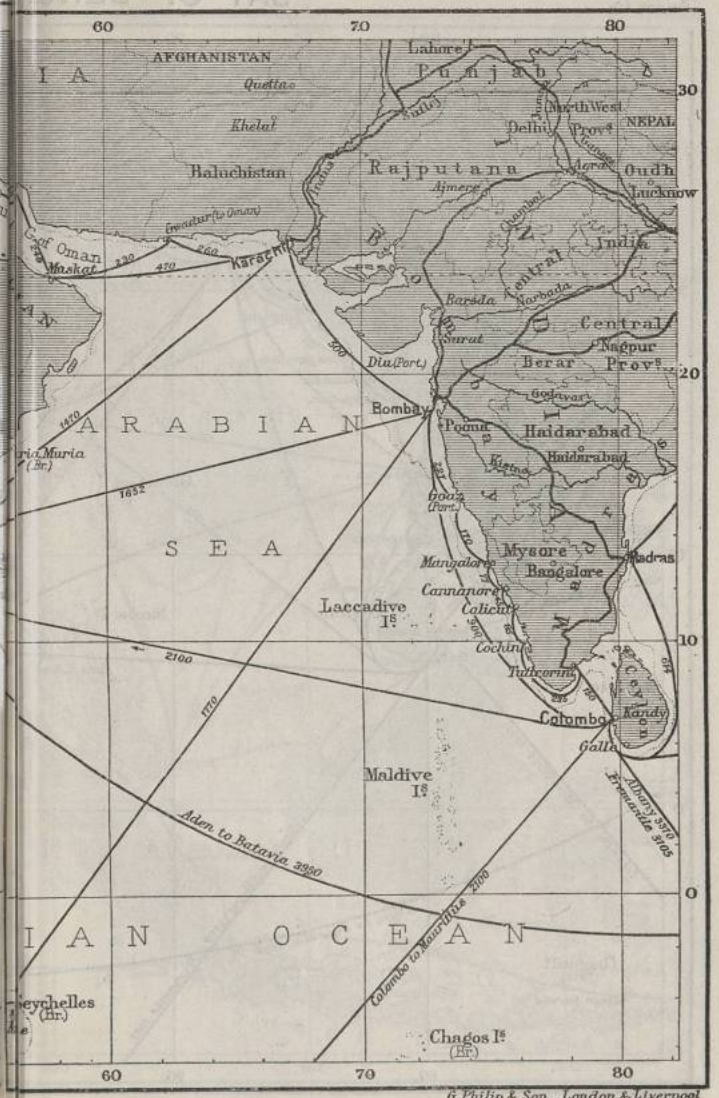
——— Steamship Routes.

ARABIAN SEA.

Chart 9.

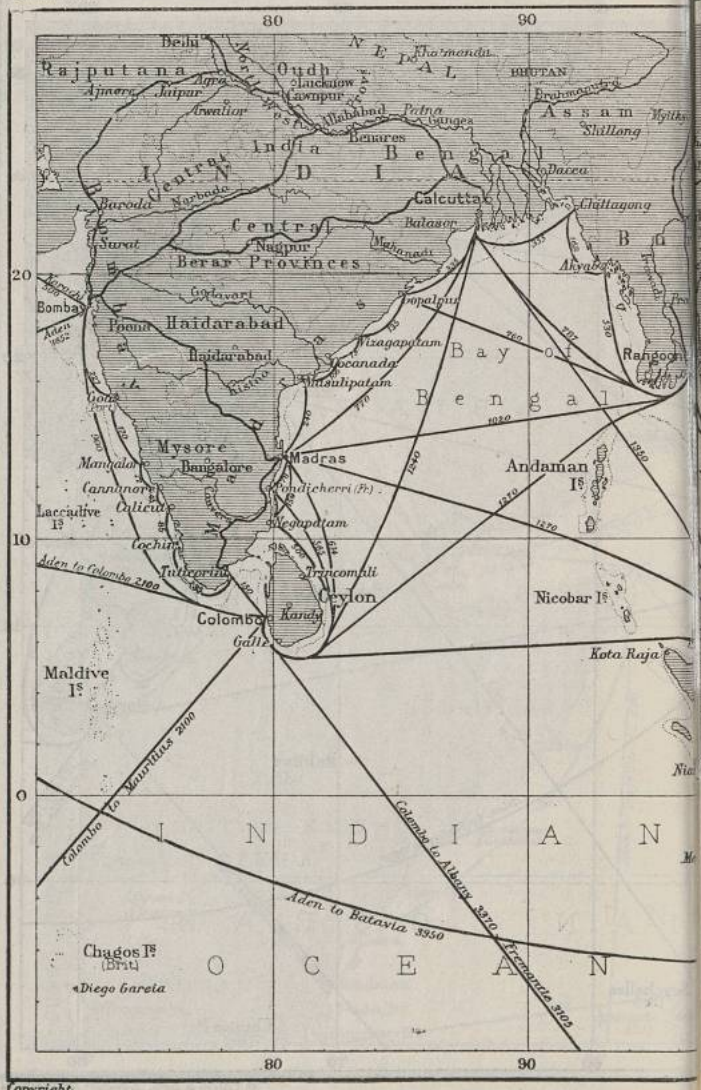


G. Philip & Son, London & Liverpool

Distances in Nautical Miles.

Chart 10.

BAY OF BENGA



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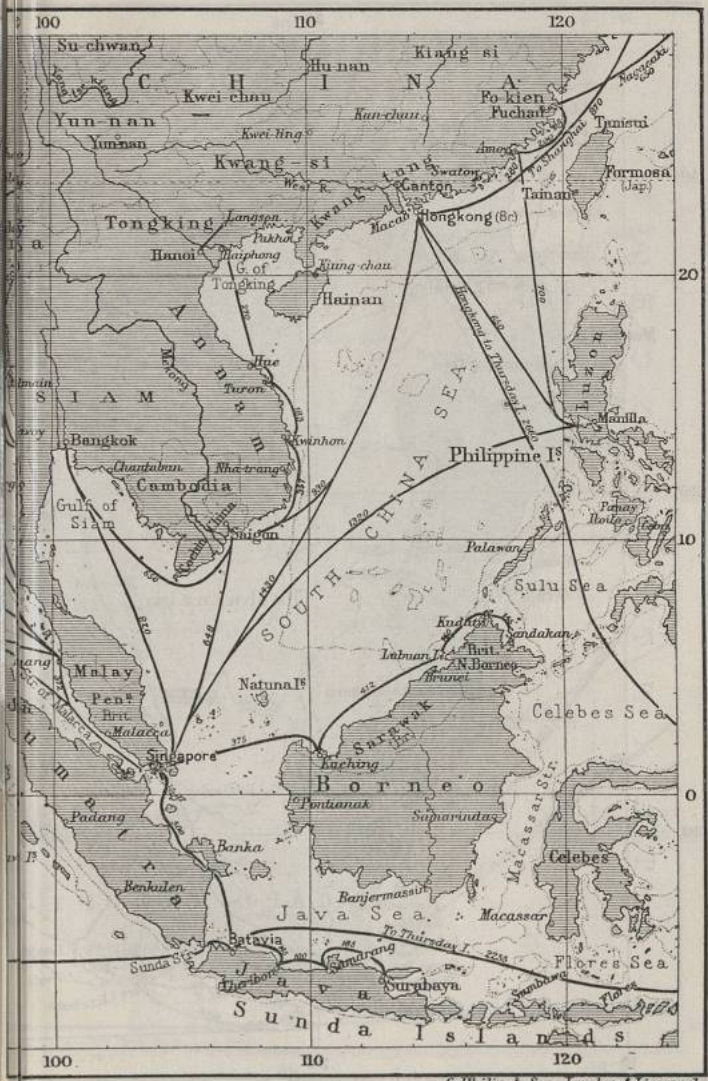
——— Steamship Routes.

GA ND CHINA SEA.

Chart 10



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Distances in Nautical Miles.

Chart 11.

SOUTH AFRICA

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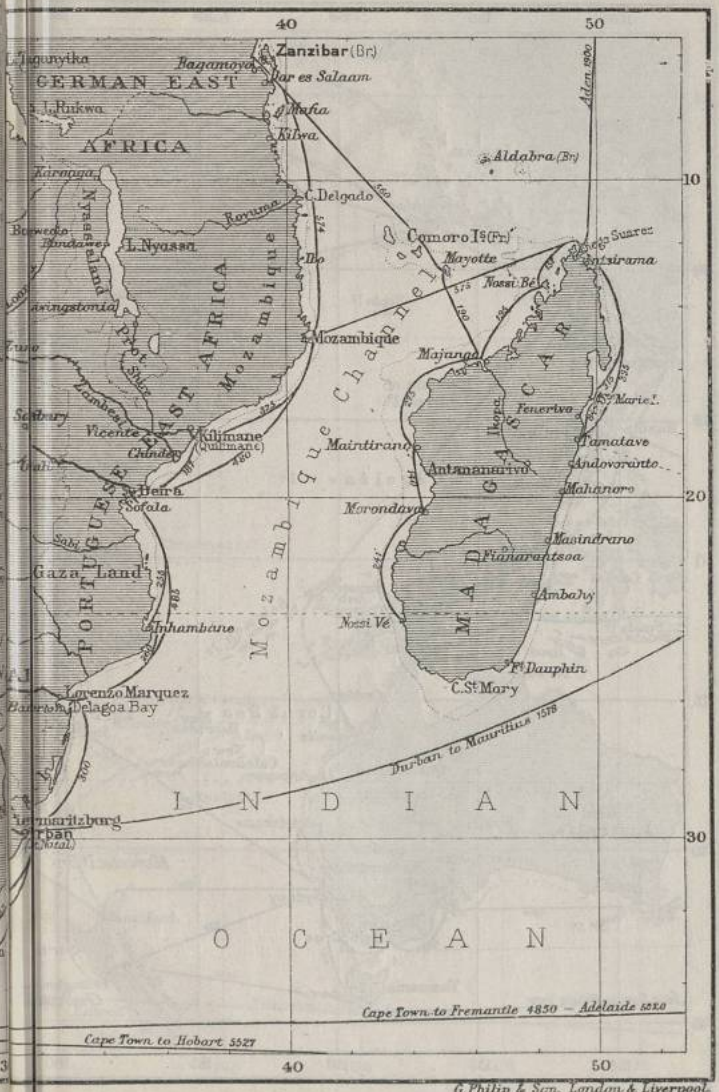
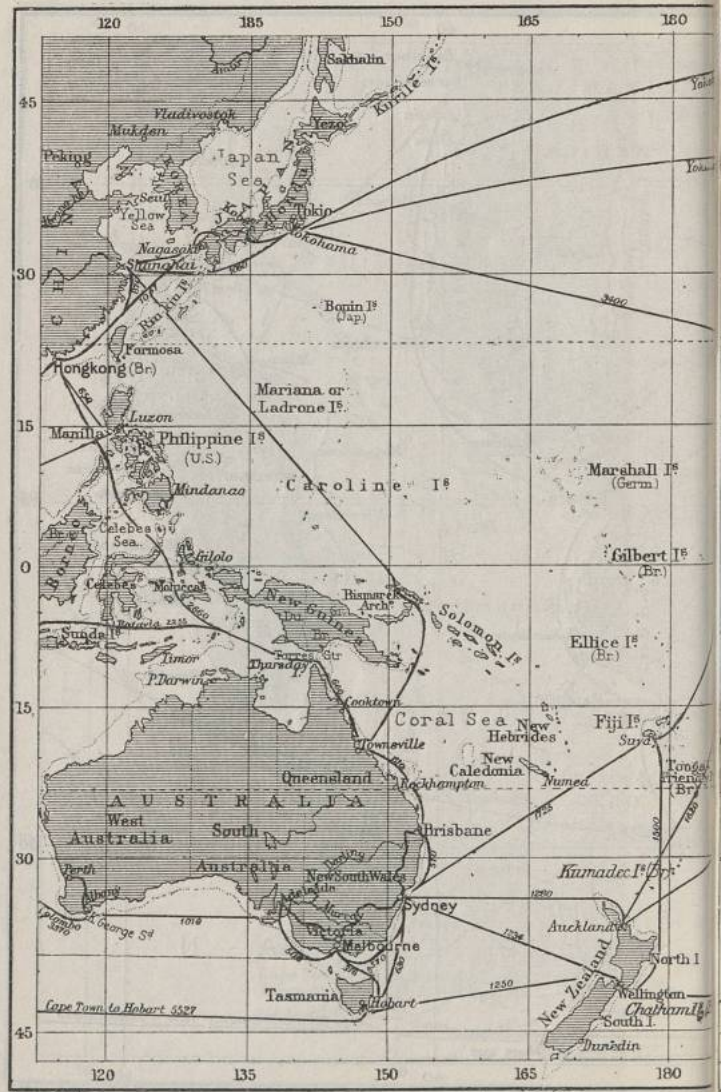


G. Philip & Son, London & Liverpool.

Distances in Nautical Miles.

M

Chart 12.



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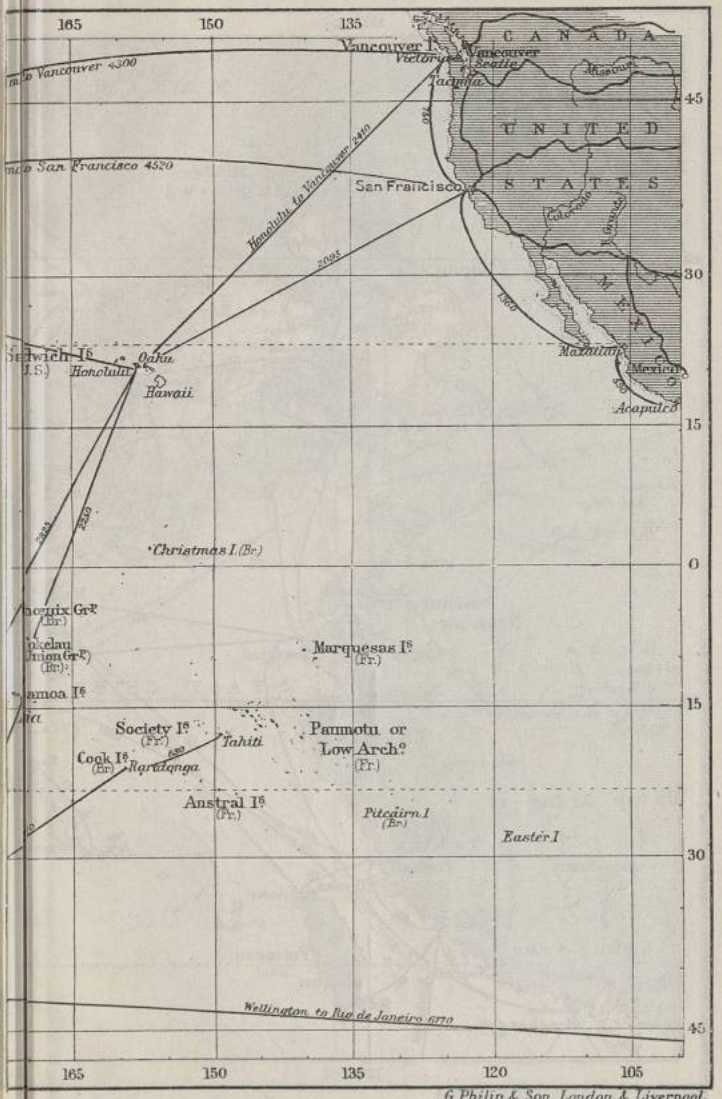
——— Steamship Routes



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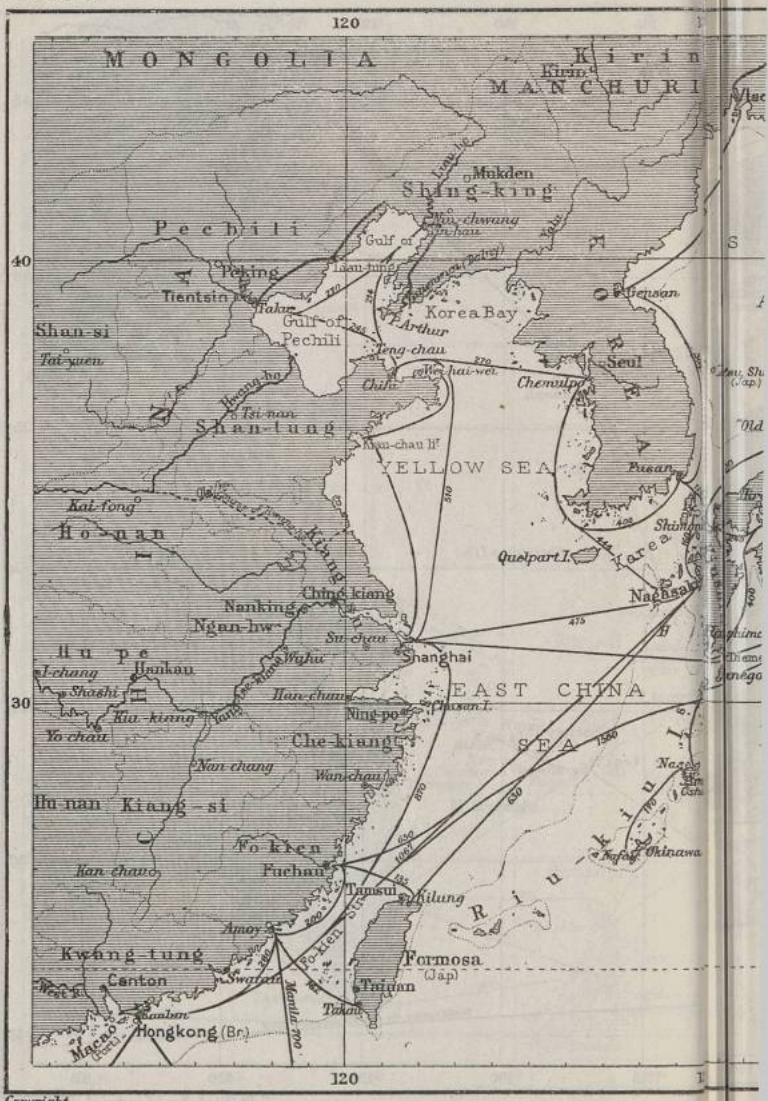
Distances in Nautical Miles.

Chart 13.

CHINESE AND JAPANESE



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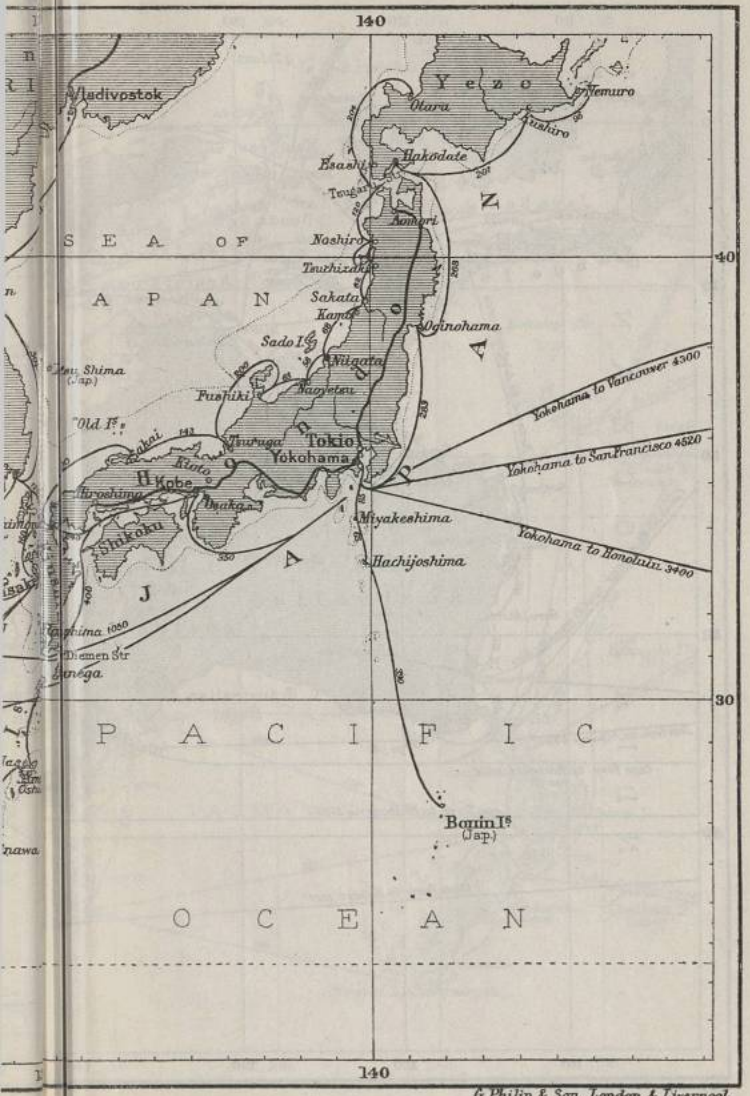
NDJAPANESE PORTS.

Chart 13



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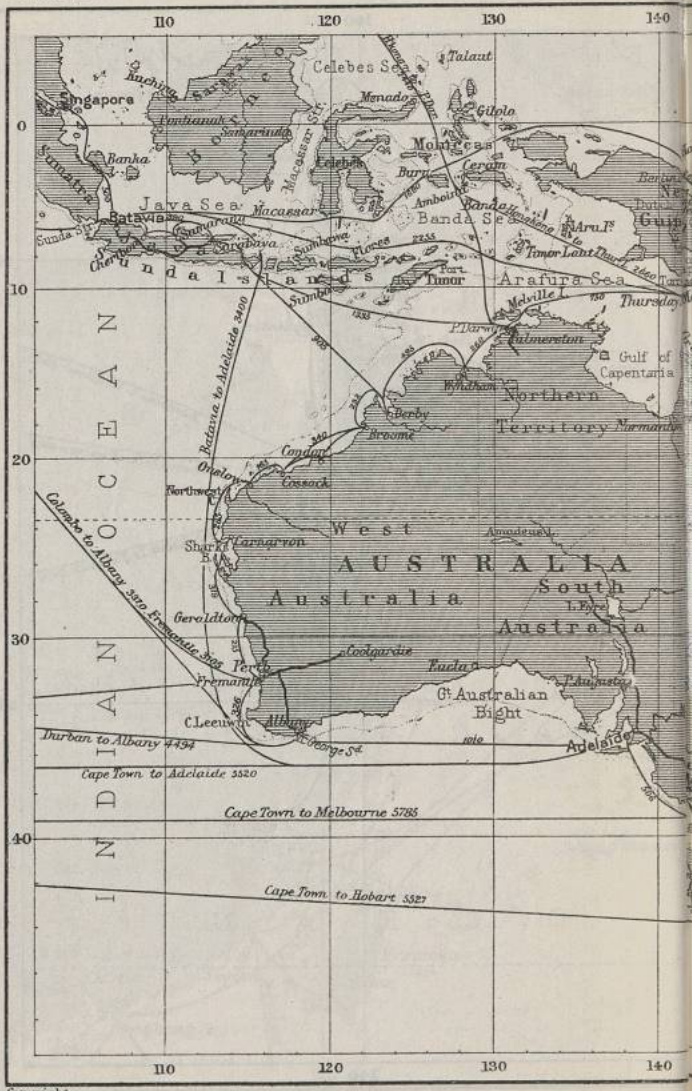
Distances in Nautical Miles.

Chart 14.



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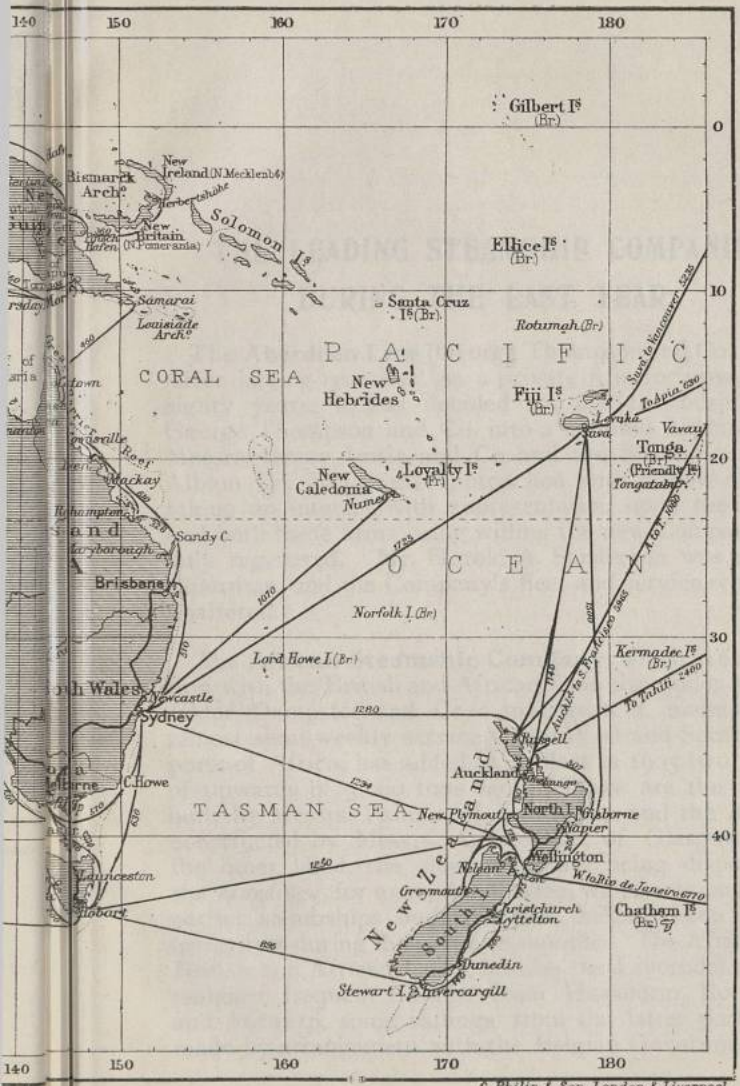
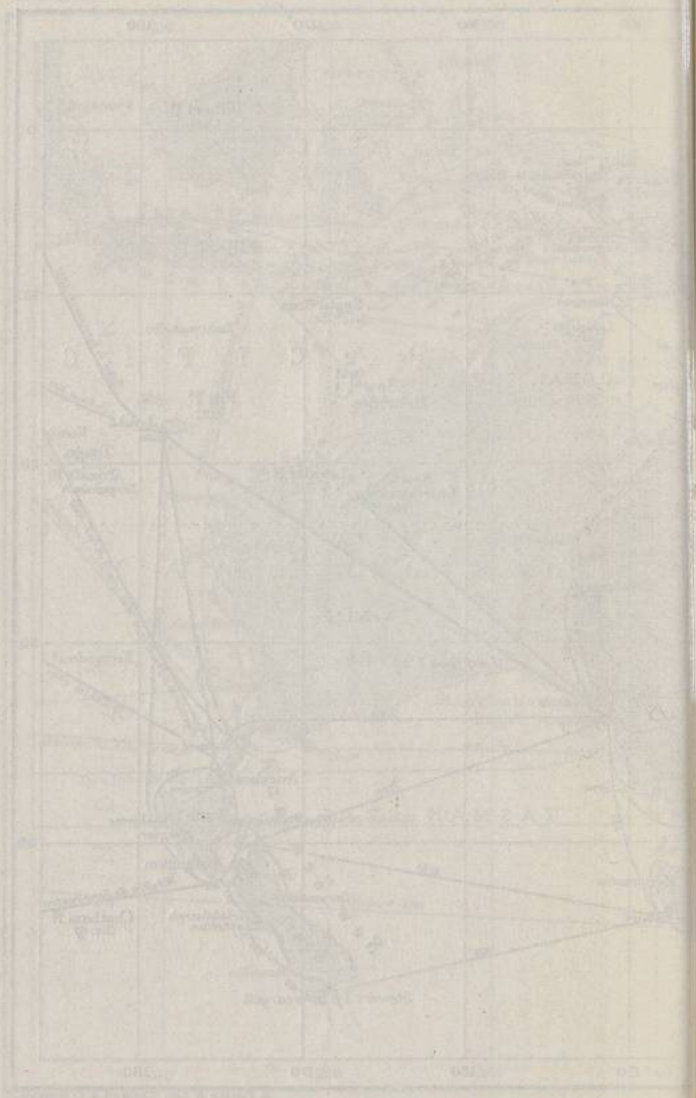
——— Steamship Routes.


140
150
160
170
180
0
10
20
30
40
Gilbert Is (Br)
Ellice Is (Br)
Santa Cruz Is (Br)
Rotumah (Br)
New Ireland (N. Mecklenb.)
Bismarck Archo
New Britain (N. Pomerania)
Solomon Is
Samarai
Louisiade Archo
CORAL SEA
P A C I F I C
O C E A N
New Hebrides
Fiji Is (Br)
Levuka
Vavau
Tonga (Br) (Friendly Is)
Tongatabu
Loyalty Is (Fr)
New Caledonia
Numea
Mackay
Sandy C.
Brisbane
Norfolk I. (Br)
Lord Howe I. (Br)
Kermadec Is (Br)
Newcastle
Sydney
Russell
Auckland
Cliowe
TASMAN SEA
New Plymouth
North I.
Gisborne
Napier
Wellington
Nelson
Greymouth
Christchurch
Lyttelton
Dunedin
Stewart I.
Invercargill
Launceston
Hobart
Chatham Is (Br)
Wellington to Rio de Janeiro 6770
Auckland to S. Pedro and Lord Howe 1865
To Apia 690
To Tahiti 2400
Sydney to Vancouver 5235
1070
1280
1734
1250
1696
1725
1165
1907
1665
1665
1665



THE LEADING STEAMSHIP COMPANIES DURING THE LAST YEAR.

The **Aberdeen Line** (George Thompson and Co., Ltd.). After having remained as a private firm for upwards of eighty years, it was decided to turn the business of George Thompson and Co. into a Limited Liability Co. Messrs. Ismay Imrie and Co. and the Shaw Savill and Albion Co., Ltd., were approached with a view of their taking an interest with representation upon the Board, and both these firms being willing the new Company was duly registered. Mr. Harold A. Sanderson was elected Chairman, and the Company's fleet and service remained unaltered.

The **African Steamship Company**, which in conjunction with the British and African Line also under Messrs. Elder Dempster and Co.'s management, maintains an almost semi-weekly service to the West and South-West ports of Africa, has added to its fleet in 1905 two vessels of upwards of 3,000 tons each. These are the *Chama*, built by Messrs. Palmer, of Newcastle, and the *Karima*, constructed by Messrs. A. Stephen, of Glasgow. On the other hand, the older ships are being disposed of, the *Mandingo*, for example, of 1882, which was one of the earlier steamships built of steel, having been sold to foreigners during the past few months. The African and British and African Lines, besides the Liverpool service, maintain frequent sailings from Hamburg, Rotterdam and Antwerp, some sailings from the latter port being made by arrangement with the Belgian Government.

The **Allan Line.** A distinct success has been achieved by the two turbine-engined mail steamers *Virginian* and *Victorian* which this line placed on its mail service between Liverpool, Moville and Canada at the beginning of the passenger season of 1905. The *Virginian* proved the speedier of the sisters and soon made for herself the reputation of being the fastest vessel in the Canadian trade. So satisfactory have these two ships proved that orders have been placed for two other vessels to be engined on the same principle. Details regarding these vessels are still wanting. But it is understood that they will be both larger and faster than the two already on the station. The Company has secured a renewal of its mail contract with the Canadian Government for another five years. There is an unusual proviso introduced by which the Company binds itself during the continuance of the agreement to afford as a minimum equal facilities to those which are provided by any other line in the trade. Present indications would tend to make one think that the Company was already doing what it could to improve its service without the need for such Government pressure. It also in 1905 entered into a contract for a service between Cherbourg or Brest and Canadian ports with the French Government.

The **American Line** maintains its weekly service across the Atlantic with the quartet of steamers which it has employed for several years. Sailing from Southampton in the first place, and calling at Cherbourg both out and home, it has found it to its advantage to put into Plymouth also on its eastward trips. The result of the call appears to have been favourable. For whilst in 1904 they landed there but 1048 saloon and 655 second class passengers, the figures improved in 1905 to 1546 first class and 845 second class, whilst, in addition, in the more recent year 763 third class were also disembarked at the Western port. On its westward voyages this Company landed in New York 5,623 saloon passengers in 1905 against 4,206 in the previous year, though it should be recorded that it made 50 trips in 1905 against 48 in

1904. The American Line also runs a weekly Line of Passenger and Cargo Steamers between Liverpool and Philadelphia.

The ten years contract with the American Government, entered into about the time when the Company first made Southampton its eastern headquarters, is expiring, or has actually expired, by effluxion of time. Its terms were, in the main, a subvention of about four dollars a mile steamed by vessels capable of doing twenty knots. It is said that the new contract insists upon the building in the United States of any new tonnage for the mail service—a stipulation which it is stated adds from thirty to forty per cent. on to the cost of construction. But it must not be forgotten that the old contract contained a similar clause, and it was under it that the *St. Louis* and the *St. Paul* were laid down in Messrs. Cramp's yard at Philadelphia. So one could hardly have expected that any alteration should have been made on renewal. The payment to be made to the Company is to be £150,000 per annum. This sounds large and has been attributed in some quarters to a desire on the part of the United States Government to reply to the arrangement which has been entered into between the British Government and the Cunard Company. But it will be seen that a subsidy of £150,000 a year is really little more than another way of expressing the subsidy which was given under the old contract—for presumably it is subject to abatements for trips foregone. For £150,000 for fifty-two trips amounts to about £2,885 a trip. This is not so far above the old emolument which for a 3,000 mile voyage at four dollars a mile was roughly speaking something over £2,400 a trip.

The **Anchor Line** has of late shewn a remarkable development in its traffic between Glasgow and New York. This seems to have been largely induced by the appearance of the twin screw liner *Caledonia*, which, built by the same builders, Messrs. D. and W. Henderson, as the earlier *Columbia*, joined her sister in the service last year. The Company has thus been enabled to run a

fortnightly express service between the ports, filling in the alternate weekly sailings with other of their larger passenger steamers. The passenger figures are as follows:—

		Passengers.		
Year	*Trips*	*Saloon*	*Intermediate*	*Steerage*
1903	43	2,001	6,828	11,921
1904	39	1,697	6,065	12,992
1905	46	2,599	8,666	28,558
1906	50	2,903	12,407	23,642

The coincidence of this large increase with the advent of the *Caledonia* is suggestive enough, and in October it was announced that a third vessel of the same class had been ordered also from Messrs. D. and W. Henderson. She is to be a repeat, with of course such improvements as experience may have suggested of the highly successful ships already provided. That is to say, she will be of about 500 ft. in length with a gross measurement of about 9,300 tons. Her accommodation will be for somewhere about 200 saloon and 300 intermediate passengers with nearly 1,000 in the steerage. It is expected that the new vessel will make her first voyage in either July or August. It may be added that she will have like her elder sisters reciprocating engines of about 12,500 indicated horse power.

During the year 1905 the **Atlantic Transport Company** made no changes in its fleet or in its routes. It, however, somewhat improved its average of passengers carried per trip made. While in fact it carried slightly fewer passengers in 1905 than in 1904—the figures being 3,590 against 3,654—it did so in fewer voyages. For whilst in 1904 it made fifty-one trips, it only made forty-seven last year. The average is thus increased from seventy-one to seventy-six passengers per voyage.

The **Belgian State Railway,** which has so long adhered to the paddle wheel for its fast mail steamships between Ostend and Dover, has now had some experi-

ence with the turbine-engined liner *Princesse Elizabeth*, which was constructed for it by the Cockerill Company of Hoboken. The vessel has beaten all existing records between the ports, and has proved itself an exceptionally easy vessel in bad weather. It is reported that the line is about to place one or two other vessels engined on the same system on their route.

The **Bibby Line.** At the close of the year 1905 the Bibby Line, having received delivery of their new twin screw liner, *Herefordshire* of 7,182 tons gross register, disposed of the two single screw liners *Lancashire* and *Yorkshire*. These vessels were the only two single screw boats in the fleet, and for some time had been more or less in the position of reserves. The fleet now consists of seven modern twin screw steamers and is the first fleet to consist exclusively of twin screw vessels. Its service from England to Marseilles, Egypt, Ceylon, Southern India and to Rangoon is now maintained at fortnightly intervals.

The **Booth Line** maintains its regular passenger and cargo services to Brazilian ports and is putting larger and finer vessels into its lines. Its fleet now consists, including the vessels of the Iquitos Line, of 96,160 tons of steam shipping. Two fine twin screw passenger steamers have been added to the fleet during the year, the *Lanfranc* and the *Antony*.

British and African Steam Navigation Company. Several new ships have been recently added to the fleet of this Company. Amongst them are the *Addah* and *Sapele* of about 3,150 tons each, built and engined by Messrs. Palmer's of Newcastle in 1904, the *Zaria*, of a little greater tonnage, constructed about the same time by the Clyde Shipbuilding and Engineering Company, the *Mendi* of upwards of 4,200 tons, built at Glasgow in 1905 by Messrs. A. Stephen, and the *Bassa* of nearly 1,000 tons which is intended for the coast service at Lagos. The latter was built at Port Glasgow by Messrs. D. J. Dunlop and Co. On the other hand the *Benguela*, a vessel

built in 1874 by Messrs. John Elder and Co., has been removed from the list, having stranded on the coast of Liberia.

The **British India Steam Navigation Company** has of late gone in largely for the turbine principle. Four vessels engined on Mr. Parsons' system were added to the fleet during the year 1904-5. These were all sisters, the dimensions being about 275 ft. in length with 44 ft. beam. Their gross register is about 2,170 tons. Their performance has evidently come up to the Company's expectations for the builders—Messrs. Denny of Dumbarton—have recently launched a fifth vessel engined on the same plan for the British India Company. But this is by no means the only direction in which the fleet is being increased. Some four vessels of about 6,000 tons a piece have been ordered of which two, the *Canara* and *Colaba*, were launched by Messrs. Denny at the close of 1905. Another "C," but of slightly less tonnage, which had been built for the Gulf line, was purchased for the fleet before delivery to her original owners. For the more purely cargo side of the business three vessels designed on the turret-deck principle are coming from the Sunderland yard of Messrs. Doxford. These vessels exceed 7,000 tons gross register. On the other side of the account there are removals of tonnage no longer up to the requirements of the trade. Amongst these may be mentioned the *India*, built in 1881 by Messrs. Denny, the old *Rewa*, built a year later by Messrs. A. and J. Inglis. Both these ships were of something over 4,000 tons gross. Two smaller and more modern vessels, the *Vita* and the *Vishna* of 900 tons each, built by the Ailsa Shipbuilding Company of Troon in 1890 have also been removed from the list.

The **Bucknall Line** has entered into a contract for the conveyance of the mails between Canada and New Zealand, for the institution of a cargo service between Vancouver and New Zealand. The Government of the Dominion pays £10,000 per annum, and a similar sum

is received from the New Zealand exchequer. The vessels sail at two-monthly intervals, and must call at at least three New Zealand ports on each trip.

Messrs. Bullard King and Company, the owners of the Natal Direct Line, who have departures each ten days, carrying passengers and cargo to Durban, have added to their fleet during 1905 the *Umhlali*, a vessel of 3,379 tons built at Sunderland, where practically all their steamers have been constructed for them in the yard of Sir James Laing and Sons, Ltd. The *Umhlali* is a sister to the *Umzumbi*, added a little under two years previously. The fleet, which made the change from sail to steam in 1879, now contains some fifteen steamships of over 38,000 tons gross register.

The **Canadian Pacific Railway Company** took over some four twin-screw mail steamers—of which the oldest was launched in the closing months of 1899—when it consummated the big deal by which it acquired the Beaver Line from Messrs. Elder Dempster and Co., and made its debût in the Atlantic trade. But already it has concluded that these 8,000 ton vessels are not sufficient to do duty for it, and it has nearly ready for service two new vessels—the *Empress of Britain* and the *Empress of Ireland*, which it has had built and engined on the Clyde by the Fairfield Shipbuilding Company. These two ships are the largest yet built for the Canadian trade, their gross tonnage being about 14,500 tons. They have eight decks, and certain details copied from the other side of the Atlantic have been introduced, which will, it is believed, add much to the comfort of passengers and to the convenience of working the ships. Amongst them may be noted a device by which coal and cargo can be passed into the holds and bunkers without being taken over the decks.

The **Cunard Line** has for its chairman Mr. William Watson, who succeeded to the post on the death of the second Lord Inverclyde, who had been its chairman

during the critical time when the momentous decision to adopt the turbine principle for the big liner *Carmania* and for the two 25 knot mail steamers was reached. The sisters vessels, *Caronia* and *Carmania*, are similar in all respects except one important detail. They were both constructed at Clydebank by Messrs. John Brown and Co., both have similar passenger accommodation and appliances for safety, both are alike even in their boiler rooms. But whilst the first named has reciprocating engines driving twin screws, the latter is a triple screw turbine engined vessel. The gross tonnage of these vessels is about 20,000, and the speed 19¾ knots on trial. The conditions under which the two vessels were tested were not identical, as, whilst the *Caronia* was docked before trial, the *Carmania* had some six months weeds on her bottom when tried, but she nevertheless exceeded the *Caronia's* performance by some half knot, and it was suggested that the difference in the condition of the two hulls must be taken to mean another half knot in her favour.

These ships are both fitted with the Stone Lloyd system of bulkhead doors and with the submarine signalling apparatus, as well as with a long distance installation for wireless telegraphy. The Cunard Company, having all its principal passenger steamships now fitted with this type of Marconi's apparatus, publishes a daily newspaper in its mail steamships. The new steamers *Mauretania* and *Lusitania* are the largest, and are expected to be also the fastest in the world. Their dimensions are:—length 790 ft., breadth 88 ft., depth 81 ft., and gross tonnage 33,000 tons. They will be propelled by turbine engines driving four screws with an indicated horse power of 68,000.

Messrs. Elder Dempster and Co., by arrangement with authorities in the countries served, started in July, 1905, a new monthly service of steamships between Canadian and Mexican ports with calls at Prince Edward's Island and Havanna. They have also provided for their vessels in the African trade a floating dock—known as

the *Sir Alfred*—at Forcados. The dock in question will accommodate vessels up to about 4,000 tons. It left the Tyne where it was built on the 16th September, and was towed on its 4,500 mile trip by two well-known Liverpool tugs the *Blazer* and *Cruiser*. The voyage took about fifty-eight days. Dock accommodation has been much wanted on the coast, and, though doubtless it will be chiefly used by the vessels of the British and African Steam Navigation Company and the African Steamship Company—of which lines of course Messrs. Elder Dempster and Co. are the managers,—it will be of great value to King's ships and others which need docking in these waters.

The **German East African Company** has replaced its old *Admiral*—one of the original vessels of the fleet—by a new twin screw liner of the same name. We get some idea of the advance which has taken place in the Company's business in sixteen years, by comparing the vessel of 1890 with that of 1905. The newer ship is some two and a half times greater than her namesake. Three other vessels of similar size and construction are being added to the fleet, which includes, in ships built and building, some twenty-three ocean going steamers. Eight of these are engined on the twin screw principle. It maintains besides its coast services two fortnightly despatches circumnavigating Africa in either direction. That proceeding in the Eastern direction now calls at Dover to pick up its British passengers.

The **Great Western Railway** is rapidly preparing for the inauguration of its new service to Ireland. Fishguard on the coast of Pembrokeshire is now furnished with its new harbour, where there is sufficient water to accommodate vessels of the deepest draught. The highlands of the coast afford shelter on three sides, whilst seawards there has been constructed a breakwater 2,000 ft. long and 300 ft. wide at the base. The quay wall, which is in direct communication with the Great Western Railway system, is some 1,100 ft. long, and has a

minimum depth of 20 ft. of water alongside it. Arrangements for hotel accommodation have already been made, whilst there are ample facilities for the rapid handling of baggage, cargo and live stock. Similarly on the Irish side a fine port has been constructed at Rosslare, whence a newly-completed branch railway joins the main line of the Great Southern and Western Railway of Ireland. The new route gives a shorter land transit on the English side than that *via* Holyhead, whilst the sea passage between Fishguard and Rosslare is but fifty-four nautical miles as against upwards of sixty by the mail route.

Three new steamers are being provided for the service. All three are similar, being of about 2,500 tons gross register, of 350 ft. length and 47 ft. beam. The engines are all on the turbine principle and are guaranteed to give a speed of 22½ knots so as to accomplish the passage under normal circumstances in less than 2¾ hours. The first of these vessels, the *St. George*, was launched in January by Messrs. Cammell, Laird and Co., from their yard at Birkenhead. Another, the *St. David*, took the water at the beginning of February and the third, to be named *St. Patrick*, will soon follow. The two last-named are under construction by Messrs. John Brown and Co., of Clydebank. The service is to begin work in the course of the coming summer.

The **Hamburg American Company** has been making large additions to their fleets. The principal vessel which it has acquired has been the *Amerika*, constructed for its Atlantic service by Messrs. Harland and Wolff of Belfast. She is a vessel of what may be called the *Baltic* class. That is to say, though she has fine accommodation for saloon and other passengers she is not of great speed, her engines being calculated to drive her at about 18 knots. Her tonnage is some 22,225 tons gross, which makes her the next in the size to the White Star liner *Baltic*. The vessel is fitted with a saloon capable of dining about 400 first class passengers. But the feature of the ship is the Ritz-Carlton restaurant on the upper promenade deck. Here there is seating room for about 125 persons, and it

is possible for those who frequent this apartment to have meals such as they would enjoy in the best hotels of London or New York. The catering here is *à la carte*. Passengers can arrange to have all their meals during the voyage under this system, in which case a reduction of £3 to £5 is made from the schedule for their state-rooms, and they pay for their meals according to what they order. The restaurant is, however, also open to those first class passengers who, travelling on the ordinary system, wish to have occasional meals *à la carte*. It is said that the prices of food are similar to those at the Carlton Hotel Grill Room, whilst wines are slightly cheaper. On her maiden voyage the *Amerika* carried some 411 saloon passengers, and of these 120 had all their meals in the restaurant. Another new feature is the "electric elevator" and the electric-light-bath, etc. There is another vessel of slightly greater size building for this Company at Stettin, and she is likewise to be fitted for the *à la carte* system of catering. The measure of success attained by this enterprise will be watched with great interest by shipowners in all passenger trades. Another interesting vessel added to this fleet was the *Borussia* built at Kiel by the Germania Company. This ship is primarily intended for the transport service, and has every convenience which experience can suggest for the conveyance of troops. When, however, she is not "trooping" she is well adapted for the emigrant service. The advantages of the turbine engines have been investigated by the engineers of this Company, a local steamer called the *Kaiser* having been built for the Company. Her trials were watched with much interest in Germany, and since she was taken off her station for the winter the Imperial German Navy has been experimenting with her engines. In 1905, a new monthly passenger service to the Far East was opened by the steamer *Rhenania*.

The **Holland Amerika Line** has entered on a new departure by the provision of English-speaking surgeons aboard its principal passenger vessels. Its example is being followed in this regard by the great German steam-

ship companies. At the end of September the *Niew Amsterdam*, a vessel whose tonnage exceeds that of the *Oceanic*, was launched for the Company by Messrs. Harland and Wolff. She thus surpasses by nearly 5,000 tons the sisters *Potsdam*, *Rijndam*, and *Noordam*, which in 1900, 1901 and 1902 respectively, were built for them by the Queen's Island firm.

The **Imperial Direct Steam Navigation Company** has added to its mail fleet the fine steamship *Port Kingston*, which has reduced the passage to Jamaica to about ten days. The provision of this fine vessel has liberated from the mail service at least one of the smaller vessels. Bermuda has for long been an important Naval Station, and also a favourite health-resort with Americans, but our own people have had but few opportunities of access thither. The Imperial Direct Line, in giving additional opportunities for reaching it, by allowing the *Port Kingston*, sailing every six weeks to call outward-bound at that island, are likely to benefit the public and to open up for themselves a valuable source of passenger traffic.

La Compagnie Generale Transatlantique. This Company is extending its fleet in several directions. It has recently acquired, either direct from the builders or by purchase, some four 5,000 ton cargo boats for its ocean trade, whilst it has under construction the fast mail steamer *La Provence* for the New York trade, a couple of mail and passengers' vessels for the Antillian and Mexican branches and some five cargo vessels—a couple being of 3,000 tons, one of 2,000 tons, and two of 1,100 tons. The latter are for the English Channel service. Besides these it is understood that two fast turbine steamers are on order for the Trans-Mediterranean mail service between Marseilles and Algiers.

The **London and North-Western Railway,** which has recently built itself a new fleet of four twin-screw vessels for the maintenance of its express

passenger service between Holyhead and North Wall, Dublin, is disposing of some of its older ships. Amongst these may be mentioned the *Irene*, a twin screw ship, built as recently as the year 1885, by Messrs. Harland and Wolff, and the better known express steamer *Banshee*, which was built a year previously for them by Messrs. Laird, of Birkenhead. The *Rose* and the *Shamrock*, with the later *Lily* and *Violet* have recently gone to the ship-breakers, and the departure of the *Banshee* marks the final disappearance of the paddle-wheel from this fleet.

The **Messageries Maritimes** have been adapting their fleet to the last alteration in the French fiscal laws —though possibly the alteration now being effected in the French system of dealing with its Mercantile Marine may cause them to again alter their policy shortly. During the last few years the tendency has been to acquire modern passenger and cargo boats for their Eastern services — the mail lines being already well equipped with suitable tonnage.

Two fleets of four vessels each have been recently acquired—one from the French Eastern Asian Company. This comprised two twin screw vessels of about 6,600 tons each, built at Havre within the last year or two, and two single screws, one two years old and one eight years old, built at Copenhagen. The two latter were also of above 6,000 tons each. The other set of ships came from the fleet of the Compagnie Nationale de Navigation. These ships were all built at La Seyne. Two of them dated from the eighties and were of between 3,000 and 4,000 tons apiece. The others were more modern, and larger. It is unfortunate that one of these latter has been wrecked since it came into the present ownership. There seems to be some hope, however, that the ship, a twin screw of 6,700 tons, built as lately as the year 1902, may yet be salved. In addition to these acquisitions the Company has built four 6,000-ton vessels at its own yard at La Ciotat. Of these two bear names, *Euphrate* and *Gange*, which have been known to travellers by the Company for upwards of fifty years.

The **Navigazione Generale Italian** affords of course opportunities of crossing the Mediterranean in various directions and from various ports. But it also has long distance services running to the Levant, Black Sea ports, the Red Sea, Bombay and Hong Kong in the one direction, and across the Atlantic to New York or the River Plate in the other. It has just a hundred steamers under its flag, of which the largest are two British-built vessels of the twin screw type just bought from the British Shipowners Company of Liverpool. These two ships are upwards of 7,000 tons in gross register, and were very favourably known in the transport service of the South African Campaign, they having been chartered by our Government as soon as they came from the yard of Messrs. Palmer and Co., of Newcastle, where they were launched in the year 1899. Eight steamers are also building for the line. Of these half a dozen will be of 9,000 tons apiece, with engines developing about 3,000 h.p. A weekly service is maintained from Genoa and Naples to New York and several of the vessels engaged in it have recently been fitted with the Marconi system of wireless telegraphy. This line is worked in conjunction with the La Veloce Line, and all the steamers employed are of modern construction,—the *Liguria*, *Lombardia*, and *Sicilia* of the Navigazione Generale having all been built within the last four or five years in Italian yards. Similar vessels both in size and equipment are the *Sardegna* and *Umbria* which help to maintain the Buenos Ayres connection.

The **New Zealand Shipping Company** has lately been adding new twin screw liners to its fleet, so that at present it has five of that type in the mail service, and four—the *Kaikoura*, *Kaipara*, *Opawa* and *Orari*—in its cargo line. The New Zealand Shipping Company is in connection with the Canadian Australian Line—one of its original liners, the *Aorangi*, refitted and overhauled, being now employed on the route between Vancouver and Sydney. The combination can therefore offer an alternative all British round the world tour. The voyager

proceeds by Teneriffe, the Cape and Hobart to New Zealand, and thence may return in the vessel in which he went out or in one of her sisters, which sail every fourth week—in which case he comes back round the Horn to the River Plate or Rio de Janeiro and so to Teneriffe and England. He thus completes the circumnavigation of the globe by water. But if he prefer it he can proceed to Vancouver in one of the ships of the associated line, and there be handed over to the Canadian Pacific Railway, which will not only carry him across the American continent, but will take him on in one of their own liners to Liverpool.

The history of the **Nippon Yusen Kaisha Company** has naturally, during the past years, been largely involved in that of the country. It did immense service in aid of the Navy in various ways—undertaking a great part of the transport of the army and of the needful stores, as well as bringing back the sick and wounded from the mainland of Asia. The work involved several important changes in the fleet. Amongst them may be noticed the removal of nine vessels through the attempts made on three several occasions by the Japanese Admirals to block up the entrance to Port Arthur. The vessels so sunk were filled with stones in order to make their removal by the Russians as difficult as possible. The defenders of Port Arthur in their turn tried to disperse the wrecks with dynamite, and in the result there was little chance of much salvage when the fortress was captured. Then we have to chronicle the loss of the company's steamer *Hitachi Maru* (now replaced by a new steamer of the same name), which was torpedoed by the Vladivostock Squadron when carrying troops and bluejackets. The ship's officers having been ordered aboard the cruiser *Rossia* the transport vessel was sunk, the Japanese sailors and soldiers firing their small arms at their foe till the ship went down. The *Sado Maru* on another occasion was also torpedoed, and left in what was believed to be a sinking state. But although her machinery was wrecked she floated on her bulkheads and was eventually got into

safety. After repairs she rejoined the Japanese forces as an armed cruiser, and fought at the battle of the Straits of Tsushima where her conduct was noticeable even amongst the many determined deeds which were performed by her consorts.

The most important ship added to the fleet within the year has been the *Tango Maru*, a twin screw liner of over seven thousand tons built at Nagasaki by the Mitsu Bishi Company who have constructed much of the recent tonnage for the company.

The line between Japan and Europe and all other lines interrupted by the war, are now again in full operation.

The **Norddeutscher Lloyd**, which were the first of the Atlantic Companies to turn their attention to the value of the submarine bell as a means of guiding vessels off the coasts, made some very interesting experiments with the installation fitted on board their fast passenger steamship *Kaiser Wilhelm II.* during the earlier part of the year 1905, and later on, being satisfied with the results attained, they fitted similar installations on board their other principal mail steamers. The same steamship, *Kaiser Wilhelm II.*, achieved a record in the number of saloon passengers carried on a single trip. In September, 1905, this vessel had a complement of no less than 633 first class passengers, while at the same time carrying 352 second and 775 steerage passengers. For the convenience of their passengers the Company altered their Japanese terminus of the Austral Japan Line from Yohohama to Kobe—whereby an appreciable saving of time in transit is effected—and at the same time inaugurated a call by these steamships at Port Simpson, where the German authorities are making considerable improvements in the harbour. Agreements affecting the Levant traffic were entered into with the Roumanian and Servian Shipping Companies. By the former of these it was arranged that the Roumanian Company should work the Konstanza-Alexandria Service, while the Lloyd takes them from Alexandria to Brindisi. Arrangements were also made whereby the Roumanian Company's service to Constanti-

nople, Smyrna and the Piraeus is extended to Egypt. In connection with this is a Lloyd service which reduces the time of transit between Berlin and Egypt to four and a half days. On the other side of Suez this service will have connection with a fast line of Lloyd steamers to the Far East and Australia.

The Lloyd have always taken an interest in the development and use of sea post offices for expediting the mails by sorting the letters at sea. The first vessel to be fitted with a complete office of this kind was their mail steamer *Havel*, in the year 1891. In October an opportunity was afforded to those interested to see the method adopted aboard the *Kaiser Wilhelm II.* for this purpose. The vessel carries a postal staff of six persons, four being German and two American. These postal clerks manage in the course of the voyage—by working eleven hours a day—to sort the whole mail carried, which, in the case of the particular voyage referred to, amounted to no less than 2,750 bags.

For the convenience of their passengers the Lloyd on the 1st January, 1906, instituted a new system of traveller's cheques. At first the issue is confined to the United States, the drafts being payable in the principal cities of Europe, but it is intended to extend the system so as to embrace all the numerous places which are covered by the network of the Companies lines.

The **Orient-Royal Mail Line** (late **Orient-Pacific Line**), which supplies a fortnightly mail service to Australia under contract with the Commonwealth Government, changed its name at the beginning of the year. The Pacific Steam Navigation Co., of Liverpool, sold its interest in the Line, and its four steamers, which, with those owned by the Orient Steam Navigation Co., perform the service, to the Royal Mail Steam Packet Co., and the Line is now styled the Orient-Royal Mail Line.

The **Pacific Steam Navigation Company.** The development of South America has of late proceeded so

rapidly that the Pacific Company has determined to devote all its energies to the expansion of the trade which most closely affects it. Accordingly, much to the general surprise, it was announced at the beginning of the year 1906 that this Company had disposed of its interest in the Orient-Pacific line to Australia to the Royal Mail Steam Packet Company. The four ships which the Pacific Company employed in the service were included in the sale. These comprised the twin-screw liner *Ortona*, of 7,845 tons built in 1899, and the three single screw vessels *Oratava*, *Oruba* and *Oroya*. The first two of these were built in the year 1889 and are of about 5,800 tons register, whilst the last-named is three years older, though somewhat larger, being of nearly 6,300 tons. All four vessels were built at the Barrow yard.

During the pressure of the war in the Far East, when inquiries for tonnage suitable for transport work were frequent, two steamers the *Orellana* and the *Orcana*, single screw vessels, built by Messrs. Harland and Wolff in 1893, were disposed of to German owners and two vessels purchased in their stead. One of these was the White Star Liner *Gaelic*, which had already made a name for herself on the Pacific in the Occidental and Oriental service. The other was the *Potosi*, which was in course of construction for Messrs. Rankin, Gilmour and Co. at a Sunderland yard. No less than eight other vessels are preparing for the extension of the Company's services. Four are cargo-vessels ordered of Sir James Laing of Sunderland. They are to be called *Botoga*, *Duendes*, *Esmeraldas* and *Flamenco*. The first-named of these has already been delivered. The Company have contracted with Messrs. Harland and Wolff for a couple of twin screw mail steamers, the *Ortega*, launched on March 22nd, 1906, and *Oronsa*, whilst a similar vessel, the *Oriana*, is under construction on the Clyde by Messrs. Barclay, Curle and Co. They have also contracted with Messrs. Wm. Beardmore and Co., Ltd., of Dalmuir, N.B., for two large twin screw steamers for their mail and passenger service on the West Coast of South America.

The **P. and O. Company.** The extensions of this Company's fleet go on continuously. Though by no means the first Company to adopt the twin-screw principle it has now no less than twenty-five vessels engined on this system. Of these the most important are, of course, the "M" class of mail steamships. Of these the fifth and last was the *Mooltan* of 10,500 tons and 15,000 i.h.p. which joined the fleet at the end of 1905. A little later on came out the *Devanha*, fourth of the "D" sisters, 8,000 ton vessels with 7,500 horsepower engines. These ships are specially designed in their passenger accommodation for trade in tropical waters, being exceptionally roomy in their state-rooms and well ventilated throughout. A new class of intermediate steamers has been contracted for, as the renewal programme of the year 1906. These vessels, which will be known as the *Nile* class, are being built by Messrs. Caird and Co., of Greenock. They will be of 6,000 tons and 5,000 horsepower. These additions and renewals have enabled the Company, while improving its main lines to India and Australia, to assign an entirely new class of steamers for the connecting mail and passenger services between Bombay, Ceylon, and China; and to place on the direct intermediate fortnightly service between London, China and Japan a class of vessels much superior to those hitherto employed on that route, including the four steamers of the *Nile* class referred to above. The financial position of the company is remarkably strong. For though there are outstanding some £1,800,000 of debentures, on which the annual interest amounts to £63,000, there are on the other side of the account investments which return to the company nearly £84,000 per annum. But perhaps the strongest feature in the position is the fact that the average book value of the fleet is £6 a ton, although this figure will be increased in the next accounts by the inclusion of new tonnage. The fleet of mail and intermediate steamers has been entirely renewed during the last nineteen years, and now numbers some sixty vessels of a total measurement of 400,000 tons. There have been added in five

years 160,000 tons of new shipping of the most advanced type at a cost of between four and five millions sterling, and the average age of the ships to-day is 8½ years.

The **Red Star Line,** which now calls at Dover with its Antwerp to New York line, has disposed of some of its earlier vessels, including the *Switzerland*, built in 1884 by Messrs. Palmer of Newcastle, and the *Belgenland*, built in 1878 by the Barrow Shipbuilding Company. Quite recently the *Nederland*, built in 1873, also by Messrs. Palmer's of Newcastle, has been sold out of the fleet. Such fine modern steamships as the twin screw *Kroonland* of nearly 13,000 tons, built by Messrs. Cramp's of Philadelphia in 1902, are now employed both in the Antwerp service and the steamers *Marquettee*, *Menominee*, and *Manitou*, of 7,000 tons, maintain their regular service, Antwerp, Boston, Philadelphia.

Messrs. Rennie's Aberdeen Line, which makes Portland its outward passenger port of call for its South African service, has during 1905 made quite a new departure by introducing into that trade the use of wireless telegraphy. Its two finest liners, the *Inanda* of 5,000 tons, and the *Inkosi* of a few hundred tons less, have been fitted with an installation on the Marconi principle. This will at present only be useful to them when in British and Spanish waters down to the Canary Islands till they get in touch with the British warships at Simon's Bay, as the chain of land stations stops at the Fortunate Island. But there seems every reason to suppose that West and South Africa will soon have their stations also, and in that case the boon of communication will be of further use to travellers and navigators. The line at present has passenger sailings at ten day intervals. This adoption of the wireless principle is of a piece with the action of the same company in 1885 when they engined their steamship *Matabele* on the triple expansion system, she being the first vessel in this trade to be so fitted.

The **Royal Mail Steam Packet Company** has been

busy with new developments. For their passenger services to South America they have had built for them the fine twin-screw liner *Aragon*, of nearly ten thousand tons gross register. She has already established herself as a favourite in the trade to South America. A couple of vessels of the same class are now under construction. But it was in the West India trade that the most noticeable occurrences took place. A long series of contracts, running back to the beginning of the reign of our late Queen, had made the West India Royal Mail Company the bearer of the Mails between Great Britain and her West Indian possessions for upwards of sixty years. The latest of these contracts expired by effluxion of time on the last day of June, 1905. For reasons into which we need not enter here, the Government did not see its way to a renewal of the engagement, and the result has been that since that time the postal matter between England and these colonies has been carried by special arrangement. Meanwhile the R.M.S.P. Company has been extending its service. First of all it made Havanah one of its ports of call, and then saw the desirability of linking up this and the other lines which it maintains with the port of New York. For this service the Company detailed the mail steamship *Tagus*, built by Messrs. R. Napier and Sons on the Clyde in the year 1899. This is a vessel of 5,545 tons gross register and one whose first employment was the carriage of troops in connection with the late South African campaign. She has just accomplished a record from New York to Jamaica, covering the passage in three days, twenty-three hours and twenty minutes. The Company's action in opening up this service has roused the resentment of the Hamburg-American Line, it being held by them that the R.M.S.P. Co.'s action in opening up a service between the Islands and New York was a move in opposition to their Atlas service. Meanwhile there has been an additional facility provided to those who use the British Company, in that arrangements have been effected whereby passengers can book for round tours out by the Cunard Company to New York, and

thence by R.M.S.P. to the West Indies, and so to Southampton, or of course the journey may be made in the opposite direction.

At the beginning of January, 1906, it was announced that this Company had purchased the fleet and good-will which the Pacific Steam Navigation Company had employed for a quarter of a century in the Orient Line. The terms upon which the deal was arranged have not yet been made public. But it is known that the name of the Company has been changed from "Orient-Pacific" to "Orient-Royal Mail." No other alteration seems as yet contemplated, the four steamships *Ortona*, *Oruba*, *Orotava*, and *Oroya*, which changed hands being still employed alternately with those of the Orient Company in maintaining the fortnightly mail service between British and Australian ports.

The **Shaw Savill and Albion Company** has now a fleet of fifteen large steamships engaged in the passenger and cargo trade between Gt. Britain and New Zealand. Seven of these vessels are of the twin screw type. Some of the larger ships are jointly owned with the White Star Line, which has worked in conjunction with the Shaw Savill and Albion Company for nearly a quarter of a century. Shaw Savill and Albion Co. have added some fine steamers to the fleet during the last few years, the latest addition being the s.s. *Arawa*, of 9,372 tons, which started on her maiden voyage early this year. Passengers of all three classes are conveyed by their passenger steamers from London and Plymouth. But the Company also have certain steamers which convey none but third class passengers—a concession which seems appreciated by those who are emigrating. Besides its passenger service this line gives sailings with cargo from Glasgow, Liverpool and West Coast Ports, and to New Zealand ports. These latter vessels proceed direct without the usual calls at Teneriffe and the Cape.

The **Union Castle Line** has pursued its way with the most absolute regularity during the year. So closely is

a scheduled time adhered to that the position of every one of the mail steamers employed on the service can be told within a few miles at any given moment. Thus Saturday sees a liner leave Southampton water at about five o'clock in the afternoon. She is at Madeira for a few hours on the forenoon of the Wednesday following, and reaches the Cape on the morning of the next Tuesday week. The homeward vessels in the same way leave Capetown on a Wednesday evening, spend the morning of the next Tuesday but one in Funchal roads, and are off Hurst Castle about six o'clock on the next Saturday morning. The regularity of an express train is not greater than that of the Cape Mail service since the new and powerful vessels of the Union Castle Line have been placed upon it.

The **White Star Line.** In January of the present year the Company announced that, to meet the growing demand of Transatlantic travellers for facilities to embark and disembark at either a Continental or British port, it had decided to transfer its Wednesday service from Liverpool to Southampton in June. The steamers to be allocated to the Southampton route are the *Adriatic*, *Oceanic*, *Majestic*, and *Teutonic*. As a result of this transfer the White Star Line's various Liverpool services have been rearranged. In future, instead of a Wednesday sailing to New York, there will be a weekly despatch on Thursday, maintained by the *Baltic*, *Cedric*, *Celtic*, and *Arabic*. The Boston steamers will henceforth be despatched on Wednesdays, but there will be no alteration in the sailings of the South African and Australian service, nor in the direct cargo services to New York, Australia and New Zealand respectively.

The *Adriatic* made her maiden voyage from Liverpool to New York on May 8th, and has answered the great expectations formed of her. The numerous innovations to be found on board, *e.g.*, Turkish and electric baths, gymnasium, orchestra, lounge, etc., received great commendation from the vast number of people who inspected the steamer prior to her departure for Liverpool.

During the winter of 1906-1907 the *Cedric* and the *Celtic* were transferred to the Company's New York Mediterranean service. The *Arabic* made a pleasure cruise in the Mediterranean for the third successive spring.

ROUND THE WORLD.

FACTS ABOUT THE ROUTES.

The C.P.R. The Pioneers.

Few great corporations have shewn a shrewder appreciation of human nature than has the Canadian Pacific Railway Company, and not the least shrewd of its perceptions was the idea of pushing Round the World Tours. People journeyed round the world before ever the C.P.R. came into existence, as, in fact there were comfortable steamers traversing the North Pacific before the now familiar "Empresses" took up their station at Vancouver to replace the late Sir William Pearce's old liners. But launching oneself into space on one side of the globe and returning on the other was still at that time regarded as a somewhat serious business. In short, the public had not been educated in the subject. Then the C.P.R. came upon the scene. With a boldness, justified by the importance of the other C.P.R. interests Round the World travel over its system tended to promote, the company advertised its tours of this kind in a handsome manner, and handled the traffic with so much skill and

care, that before people had realised the change, it came to be accepted that somehow, thanks to the C.P.R., it was possible to travel round the globe and see most of the places worth seeing in comfort and safely for a comparatively small sum of money.

The Object of These Pages.

Without dwelling needlessly upon the real and imaginary advantages of going Round the World over going half way round and back again — the virtual doubling of the opportunities for seeing new sights and having new experiences, and the satisfaction of being able to proclaim oneself a sort of fully-fledged traveller, —it is a fact, which any passenger agent will confirm, that the issuing of a return ticket to the East is becoming more and more the exception, while Round the World business is always on the increase. Naturally other railways and steamship companies besides the C.P.R. have not been slow to realize the superior fascination which Round the World tours possess for the public, and have sought, by special arrangements to induce tourists to make the part of the journey covered by their services in their trains and steamers. And the value to the traveller of these special arrangements have been set forth in numerous folders, pamphlets and books on the subject. Quite a library of these publications, many of them admirable in every respect, is to be had merely for the asking.* But, as is often the case, profusion is embarrassing, and, therefore, it has been judged worth while to include a chapter on Round the World tours in these pages, giving in a condensed and convenient form the gist of what is essential in the voluminous mass of information, scattered through the countless publications of the different companies.

These pages, as is evident, appeal to two classes of readers, those who have already made up their minds to

* The booklet "Independent Tours Round the World," issued by Messrs. Thomas Cook and Son, obtainable at any of their agencies, deserves special mention.

a tour Round the World (including many old travellers), and are merely seeking for information to help them to a decision as to which route they should take; and those who are only contemplating the possibility of undertaking a journey of the kind and are anxious to learn what the various recognised tours offer. The information required by both classes is largely identical, but it is the latter class that is more particularly kept in mind, which will explain why the details given are occasionally of an elementary nature.

Time and Cost.

Leaving aside those fortunate mortals who are free of such control, time and cost are the primary considerations with the great majority of people, and therefore it will be well to deal with these two "governers" at once. The minimum time in which the journey can be accomplished by the shortest route is about ten weeks. By selecting sailings which happened to fit in with one another with unusual exactness, it might be done in a few days less, but only those who are seeking the honour of making a record will trouble themselves with possibilities in that direction. How long the trip actually takes rests with the traveller himself: the terms of his ticket permit him to extend it over two years. As to cost, perhaps the most convenient way of dealing with this question will be to take the price of a popular tour, viz., £125 as our standard, and when an alternate route entails an additional charge to mention the fact. This rate may fluctuate, but it is not likely to be subject to serious disturbance, and may be safely accepted as a basis of calculation.

Setting out East or West.

One has of course the choice of beginning the journey in either an easterly or a westerly direction—a point usually decided by the season of the year, and the length of time at the traveller's disposal. Happily for the present purpose, the information given holds good for both directions, with a few exceptions which will be

pointed out; and since the majority of Round the World tours are begun westwards across the North Atlantic we will follow that route.

All Steamship Lines issue Round the World Tickets for any Route.

All the Canadian and New York steamship lines issue Round the World tickets for any route so long as the proposed itinerary includes the use of their service during some part of the trip. For example, the C.P.R. will issue a ticket enabling the holder to traverse the North Atlantic in a New York steamer, and even to traverse a considerable part of the American continent by an American railroad; and a New York steamship line will, with equal liberality, issue a ticket enabling the holder to make the transcontinental journey *via* Canada. The trans-Pacific steamship companies are not exacting as to how you reach their steamers so long as you use them on the Pacific. And, generally speaking, the lines running between Europe and the Far East and Australia are, with one exception, indifferent as to which line you cross the North Atlantic by. The N.D.L. is the exception to this rule, because, having a New York service, it naturally wishes to carry its Round the World passengers across the North Atlantic in its own steamers, but even this company's tickets can be made available for any other Atlantic line. Thus, speaking generally, it does not matter much of which company you purchase your ticket, so long as you do not obtain it from a line in direct competition with the one you wish to travel by.

Across the North Atlantic.

For particulars of the steamship lines available for this part of the journey the reader is referred to the section dealing with in it the body of the book.

There are more than two routes across the North Atlantic, but for our present purpose we lose nothing by passing over the minor ones and restricting our attention to those which have New York or a Canadian port for

their destination. The New York route offers a choice of faster steamers—and New York, the Canadian a shorter ocean trip, and (in summer) the last two days in the St. Lawrence.

Across the American Continent.

C.P.R. Route.

Beginning with what, for the sake of convenience, may be called the C.P.R. routes, though, as will be noticed, some of them are in part over American railways, the following are officially described as "Variations Without Extra Charge."

From New York to Vancouver, *via* direct line to Niagara Falls, Toronto and Fort William.

From Montreal to Vancouver, *via* C.P.R., to Toronto and Fort William.

From New York to Vancouver, in summer (May 15th to October 31st), *via* direct line to Niagara Falls, Toronto and Owen Sound, thence C.P.R. Lake Steamship Line to Fort William.

From Montreal to Vancouver, in summer, *via* C.P.R., Toronto, Owen Sound, and C.P.R. Lake Steamship Line to Fort William.

From Montreal to Vancouver, in summer, *via* C.P.R., to Saulte Ste. Marie and C.P.R. Lake Steamship Line to Fort William.

From Montreal or Toronto to Vancouver, *via* North Bay, Sault Ste. Marie, St. Paul, Minneapolis and Moose Jaw (Soo-Pacific Route).

From Montreal or Toronto to Vancouver (15th May to 31st October), *via* Owen Sound and C.P.R. Lake Steamship Line to Sault Ste. Marie, thence rail *via* St. Paul, Minneapolis and Moose Jaw (Soo Pacific Route).

The C.P.R. "variations" entailing additional charges are :—

From Atlantic port of landing to Vancouver, *via* direct rail lines to Chicago, St. Paul and Moose Jaw (Soo-Pacific Route), £2.

From Atlantic port of landing to Vancouver, *via* direct rail lines to Chicago, St. Paul and Winnipeg, £3.

From Atlantic port of landing to Vancouver, *via* direct lines to North Bay, Sault Ste. Marie, St. Paul and Winnipeg, £1.

Toronto to Montreal, *via* St. Lawrence River and Rapids (meals and berth extra), £1 13s.

U.S.A. Routes.

As regards the following United States Routes it should be noted that they depend somewhat on the Pacific steamship service, which tickets includes; also whether the journey is being made Westwards or Eastwards.

Going Westwards.

For passengers travelling westward to Japan *via* Pacific Mail, Occidental and Oriental, and Toyo Kisen Kaisha Steamship Lines:—

New York to Chicago.

New York, rail or steamer to Albany, rail to Buffalo, Niagara Falls, Detroit, Chicago.

New York, rail or steamer to Albany, rail to Buffalo, Niagara Falls, Cleveland, Toledo, Chicago.

New York, rail or steamer to Albany, rail to Buffalo, Niagara Falls, Port Huron, Chicago.

New York, Philadelphia, Baltimore, Washington, Pittsburg, Chicago.

New York, Philadelphia, Pittsburg, Chicago.

New York, Elmira, Akron, Chicago.

New York, Pittsburg, Cleveland, Chicago.

New York, Philadelphia, Erie, Chicago.

New York, Mauch Chunk, Niagara Falls, Chicago.

Chicago to San Francisco.

Chicago, Council Bluffs, Omaha, Ogden, San Francisco.

Chicago, Council Bluffs, Omaha, Denver, San Francisco.

Chicago, Omaha, Lincoln, Hastings, Denver, Colorado Springs, Manitou (for Pike's Peak and Garden of the

Gods), Glenwood Springs, Salt Lake City, San Francisco.

Chicago, Denver, Kansas City, Colorado Springs, Manitou, Glenwood Springs, Salt Lake City, Ogden, San Francisco.

Chicago, Kansas City, Denver, Cheyenne, Ogden, San Francisco.

Chicago, Kansas City, Albuquerque, Mojave, San Francisco.

Chicago, Kansas City, Albuquerque, Barstow, Los Angeles, San Francisco.

Chicago, Kansas City, Albuquerque, Deming, Los Angeles, San Francisco.

Chicago, St. Paul, Livingston (for Yellowstone Park), Tacoma, Portland, San Francisco.

Chicago, St. Paul, Spokane, Seattle, Portland, San Francisco.

Chicago, Sioux City, Ogden, San Francisco.

Chicago, Kansas City, El Paso, San Francisco.

New York to St. Louis.

New York, rail or steamer to Albany, rail to Buffalo, Niagara Falls, Detroit, St. Louis.

New York, rail or steamer to Albany, rail to Buffalo, Niagara Falls, Cleveland, Toledo, St. Louis.

New York, rail or steamer to Albany, rail to Buffalo, Niagara Falls, Cleveland, Indianapolis, St. Louis.

New York, Philadelphia, Pittsburg, St. Louis.

New York, Philadelphia, Baltimore, Washington, Pittsburg, St. Louis.

New York, Philadelphia, Baltimore, Washington, Cincinatti, St. Louis.

New York, Philadelphia, Baltimore, Washington, White Sulphur Springs, Cincinatti, St. Louis.

New York, Elmira, Cincinatti, St. Louis.

New York, Old Point Comfort, Cincinatti, St. Louis.

New York, Philadelphia, Baltimore, Washington, Louisville, St. Louis.

New York, Mauch Chunk, Buffalo, Cleveland, Cincinatti, St. Louis.

St. Louis to San Francisco.

St. Louis, Kansas City, Denver, Colorado Springs, Manitou (for Pike's Peak and Garden of the Gods), Glenwood Springs, Salt Lake City, Ogden, San Francisco.

St. Louis, Kansas City, Denver, Cheyenne, Ogden, San Francisco.

St. Louis, Kansas City, Ogden, San Francisco.

St. Louis, Kansas City, Albuquerque, Mojave, San Francisco.

St. Louis, Kansas City, Albuquerque, Barstow, Los Angeles, San Francisco.

St. Louis, Little Rock, Texarkana, Fort Worth, El Paso, San Francisco.

St. Louis, Kansas City, Albuquerque, Deming, San Francisco.

St. Louis, Kansas City, El Paso, San Francisco.

New York to New Orleans.

New York rail or steamer to Albany, rail to Buffalo, Niagara Falls, Cleveland, Cincinnati, New Orleans.

New York, rail to Elmira, Cincinnati, New Orleans.

New York, Philadelphia, Pittsburg, Cincinnati, New Orleans.

New York, Philadelphia, Baltimore, Washington, Cincinnati, New Orleans.

New York, Philadelphia, Baltimore, Washington, Pittsburg, Cincinnati, New Orleans.

New York, Philadelphia, Baltimore, Washington, Louisville, New Orleans.

New York, Philadelphia, Baltimore, Washington, Louisville, Memphis, New Orleans.

New York, Philadelphia, Baltimore, Washington, Atlanta, Montgomery, New Orleans.

New York, Philadelphia, Baltimore, Washington, Richmond, Atlanta, New Orleans.

New York, Delmar, Portsmouth, Atlanta, Montgomery, New Orleans.

New York, Delmar, Norfolk, Bristol, Chattanooga, Meridian, New Orleans.

New York, Philadelphia, Baltimore, Washington, Atlanta, Birmingham, New Orleans.

New York, Philadelphia, Baltimore, Washington, Bristol, Chattanooga, New Orleans.

New York, Philadelphia, Baltimore, Washington, Richmond, Charleston, Montgomery, New Orleans.

New York, Philadelphia, Baltimore, Washington, Paint Rock, Chattanooga, New Orleans.

New Orleans to San Francisco.

New Orleans, Fort Worth, El Paso, Los Angeles, San Francisco.

New Orleans, Houston, El Paso, Los Angeles, San Francisco.

N.B.—*Any of the routes between New York and Chicago can be combined with any route from Chicago to San Francisco, and the same applies in connection with the routes via St. Louis or New Orleans.*

For passengers to New Zealand and Australia by Oceanic (A. & A.) Line, any direct route between New York and Chicago or St. Louis.

Chicago to San Francisco.

Chicago, Council Bluffs, Omaha, Julesburg, Cheyenne, Ogden, San Francisco.

Chicago, Council Bluffs, Omaha, Denver, Colorado Springs, Pueblo, Marshall Pass, Grand Junction, Salt Lake City, Ogden, San Francisco.

Chicago, Galesburg, Kansas City, Pueblo, Marshall Pass, Grand Junction, Salt Lake City, Ogden, San Francisco.

Chicago, Galesburg, Kansas City, Albuquerque, Mojave, San Francisco.

Chicago, Galesburg, Kansas City, Albuquerque, Los Angeles, San Francisco.

Chicago, Council Bluffs, Omaha, Julesburg, Cheyenne, Ogden, Huntington, Portland, San Francisco.

Chicago, Council Bluffs, Omaha, Denver, Colorado

Springs, Pueblo, Marshall Pass, Grand Junction, Salt Lake City, Ogden, Huntington, Portland, San Francisco.

Chicago, Galesburg, Kansas City, Pueblo, Marshall Pass, Grand Junction, Salt Lake City, Ogden, Huntington, Portland, San Francisco.

St. Louis to San Francisco.

Via Kansas City and connections, as shown above.

Coming Eastwards.

For passengers travelling by the Occidental and Oriental, Pacific Mail or Toyo Kisen Kaisha S.S. Companies' Steamers from China or Japan to San Francisco:—

Southern Pacific Company (Sunset Route) *via* New Orleans.

Southern Pacific Company, *via* Ogden, and Union Pacific or Denver and Rio Grande, and any of the lines running east from Council Bluffs or Kansas City.

Southern Pacific Company (Shasta Route) to Portland, thence *via* Northern Pacific Route and connections.

Southern Pacific Company (Shasta Route) to Portland, Railway Navigation and Oregon Short Line to Ogden, thence Rio Grande Western R.R., Denver and Rio Grande R.R. and connections.

For passengers from Australia or New Zealand by Oceanic (A. and A.) Line:—

San Francisco, Sacramento, Ogden (side trip to Salt Lake City and back included), Cheyenne, Julesburg, Omaha, Council Bluffs, Chicago.

San Francisco, Sacramento, Salt Lake City, Glenwood Springs, Colorado Springs, Denver, Julesburg, Omaha, Chicago.

San Francisco, Berenda (for Yosemite Valley), Williams (for Grand Canon, Colorado), Albuquerque, Topeka, Kansas City, Galesburg, Streator, Chicago.

San Francisco, Sacramento, Portland, Shoshone Falls, Ogden, Cheyenne, Omaha, Chicago; or Ogden, Colorado Springs, Denver, Julesburg, Omaha, Chicago.

San Francisco Berenda (for Yosemite Valley), Los

Angeles, Williams (for Grand Canon, Colorado), Albuquerque, Kansas City, Galesburg, Chicago.

San Francisco, Sacramento, Ogden, Salt Lake City, Cheyenne, Denver, Kansas City, Chicago.

San Francisco, Berenda (for Yosemite Valley), Williams (for Grand Canon, Colorado), Albuquerque, Kansas City, Springfield, Bloomington, Chicago.

San Francisco, Sacramento, Ogden, Salt Lake City, Cheyenne, Denver, Julesburg, Omaha, Council Bluffs, Chicago.

N.B. *From Chicago or St. Louis, passengers have choice of all Trunk Lines eastward to New York, Boston, and other Atlantic ports.*

The famous Yellowstone Park can be easily and inexpensively reached from Ogden.

Across the Pacific, *via* Japan and China.

So far the various routes have either fused or deflected from one another mostly to only a slight extent. Now we have reached the Pacific coast and are come to a parting in the ways between the northern route *via* the Far East and the southern *via* Australasia. We will take the northern first.

Although the C.P.R. transcontinental routes are usually connected with the C.P.R. trans-Pacific steamship services, *i.e.*, a passenger travelling by one of the former as a rule continues his journey in one of the latter; and the same applies to the American railway routes and the San Francisco steamship services, yet it is possible to arrange otherwise, and to combine C.P.R. rail with a San Francisco steamship line, or *vice versa*. A passenger cannot however, decide upon a change of this kind at the last moment, but would have to make up his mind on the point when booking. Communication between Vancouver and San Francisco is by rail or steamer, and the extra charge for this addition to the journey averages about £6.

It is hardly worth mentioning that passengers proceeding to Yokohama by a C.P.R. steamer and wishing

to visit the Island of Vancouver, may use the C.P.R. local steamship service between the town of Vancouver and Victoria, and join the mail steamer at the latter port. The C.P.R. steamers go *via* Yokohama, Kobe, Nagasaki and Shanghai to Hong Kong, but between those ports passengers are at liberty to use either a C.P.R. steamer or one belonging to the line by which they are continuing the journey between Hong Kong. Thus, if a passenger's ticket includes the N.D.L. service from Hong Kong to Europe he is free to use either a C.P.R. or an N.D.L. steamer between any two ports between Yokohama and Hong Kong. The same applies to tickets including the P. and O. and the Messageries Maritimes services. But a passenger is not free to dodge backwards and forwards between the ports: he must not go over the same ground twice.

From San Francisco the course taken by the steamers of the Pacific Mail, the Occidental and Oriental, and the Toyo Kishen Kaisha is *via* Honolulu to Yokohama, Kobe, Nagasaki to Shanghai and Hong Kong. Passengers by this route enjoy the same privilege between the Japan and China ports as regards using a steamer of the line they are continuing their journey westwards on as on the C.P.R. route. The difference between the two routes is that the C.P.R. is much the shorter, while the San Francisco offers the attraction of a visit to Honolulu.

Via Australia.

Turning to the southern routes from the same northern ports which substitute Australasia for the Far East, the Canadian-Australian line from Vancouver to Australia goes *via* Honolulu, Fiji and Brisbane to Sydney; the A. & A. line from San Francisco *via* Honolulu, Samoa and Auckland to Sydney. Both routes entail an additional charge of £5.

Homewards from the Far East.

From Hong Kong the homeward route is almost the same by all lines. The N.D.L. steamers call at Singapore, Penang, Colombo, Aden, Suez, Naples, Genoa,

Gibraltar and Southampton, and thence proceed *via* Antwerp to Bremerhaven. The P. and O. steamers do not call at Naples or Genoa, but at Marseilles, thence to Gibraltar, Plymouth and London (Tilbury). The Messageries Maritimes ports of call between Hong Kong and Marseilles are Saigon, Colombo, Aden or Djibouti and Port Said.

To travellers returning direct from a Japanese port the N.D.L. service offers the advantage of avoiding transshipment, as this Company's mail steamers make the entire voyage between Japan and Europe, whereas the other companies' services between Japan and China are by a local steamer.

Owing to its various branch services in Far Eastern waters, the N.D.L. is in a position to offer several interesting alternative routes to its Round the World passengers. For example there is a weekly N.D.L. steamer running between Hong Kong and Singapore calling at Bangkok, and passengers may use this service and visit the capital of Siam without extra charge. From Singapore there is a B.I. service *via* Penang, Rangoon, Calcutta and Madras; the N.D.L. also calls at Penang both coming and going.

The easiest way of reaching British India is from Colombo by B.I. steamer to Tuticorin (daily departure 6 p.m., arriving approximately 8 next morning), thence by rail to any part of the continent. From Tuticorin the intensely interesting temples of Southern India, *viz.*, those of Tangore, Trichinopoli, Madura and others, where a few days may be spent with advantage, are accessible in a few hours by train.

Fares from Colombo to Calcutta, by P. and O., B.I., or M.M. Co., Single, 120 Rs.: Return, 180 Rs.

To Madras, by B.I., Single, 56 Rs.; Return, 90 Rs. M.M. Co., Single, 60 Rs.; Return, 90 Rs.

To Bombay, by P. and O. or M.M. Co., Single, 100 Rs.; Return, 150 Rs. B.I. coasting, Single, 105 Rs.

To Rangoon, Bibby Line, Single, 150 Rs.; Return, 180 Rs.

Combining both the Far East and Australasia.

It will have occurred to many that it would add to the

thoroughness of the trip to include both the Far East and Australasia. This is most effectively accomplished by turning back from Singapore *via* the Dutch East Indies and New Guinea and the Queensland ports to Sydney, and then proceeding *via* the other Australian ports to Colombo as already described. (*See the Koninklijke Paketvaart-Maatschappij.*) Here again the ubiquitous N.D.L. is ready with a branch service from Hong-Kong, *via* Manila, New Guinea and Queensland ports, and its passengers are offered this addition for £32 extra. If the passenger is willing to forego the Australian ports between Sydney and Fremantle, he can reach Sydney from San Francisco by the route previously described, and then turn northward to Hong Kong or through New Guinea and the Dutch East Indies and rejoin the "great highway," at Singapore. To drop due south from Hong Kong by a steamer of the China Navigation Company or of the Eastern and Australian S.S.C., and substitute the Australian ports for those between Hong Kong and Colombo, entails an extra cost of £30.

From Australasia.

From Sydney also the routes of the principal steamship lines are almost identical. The N.D.L. steamers call at Melbourne, Adelaide, Fremantle, Colombo, Aden, Suez, Port Said, Naples, Genoa and then Southampton, whence they continue their journey to Bremerhaven *via* Antwerp. The P. and O. substitute Marseilles and Gibraltar for Naples and Genoa. The Orient line calls at Naples as well as Marseilles and Gibraltar. The Messageries Maritime steamers make no call between Egypt and Marseilles. If the traveller should prefer to use the railway between Sydney and Adelaide he can do so by paying an additional £3 10s. And as on the northern route he can include a visit to India by taking a steamer from Colombo to Bombay and proceeding thence *via* Egypt for an extra payment of £5.

Including East and South Africa.

At an additional cost of £27 10s., and by arranging to tranship into one of the steamers of the German East

African Line at Aden, a passenger can visit the ports on the East Coast of Africa, Panga, Dar-es-Salaam, Zanzibar, Beira, Delagoa Bay, as well as Durban, East London, Port Elizabeth, Cape Town, Las Palmas, Lisbon, etc. Of course, at any one of the South African ports the passenger can pick up one of the world-famous steamers of the Union-Castle Line, and anyone wishing to include South Africa in their Round the World Tour would do well to inquire at one of Messrs. Donald Currie and Co.'s, or Messrs. Thomas Cook and Sons' Offices, how this combination could be best effected.

"All Sea" Round the World and other Tours.

For those who are travelling chiefly for reasons of health, or whose liking for the sea outweighs all other considerations, those in fine who for one cause or another prefer to establish themselves comfortably on board ship and retain their original quarters to the end of their journey, for people of this class there are a couple of tours offering great attractions. The first is by the Shaw, Savill and Albion Co. line *via* the Cape to New Zealand, returning *via* Cape Horn and South America; the second is by the Aberdeen line from London (calling at Plymouth) *via* Teneriffe, Cape Town to Melbourne, Sydney and Brisbane, returning by the same route but making additional call at Fremantle and Natal. Thus both offer a splendid ocean voyage free from any complication of overland travel. Both lines, it is true, also issue tickets for Round the World Tours in connection with the various services between Australasia and Vancouver and San Francisco and homewards across the North American Continent and the North Atlantic, which will be referred to later. For the time being, however, we are considering them as "all sea" routes. The fare for the entire voyage by the Shaw, Savill and Albion Co. is £115. The return fare for a voyage to Sydney by the Aberdeen Line is £90, and anyone wishing to spend some fourteen weeks afloat under the most comfortable conditions could hardly do better than take advantage of this offer. The managers of the Aberdeen Line have recently added

some fine steamers to their fleet, fitted with every modern appliance for safety and comfort, and no effort is spared to provide passengers with every luxury and convenience which large, well-appointed and well-ventilated staterooms, electric light and extensive refrigerator accommodation for the supply of fresh food render possible. For information respecting their Round the World Tours *via* North America, intending passengers are requested by the Shaw, Savill and Albion Co. to apply to them specially. The Aberdeen quote prices for three such tours. £115 *via* Brisbane, Honolulu and Vancouver, C.P.R. to Atlantic coast and any Transatlantic line to England. £142 10s. *via* Sydney to Hong Kong, thence to England by C.P.R., etc., or *via* San Francisco and rail through United States. £115 *via* Sydney to San Francisco and thence to England.

WHAT IS TO BE SEEN.

In Canada.

The traveller who elects to commence his journey by crossing the Atlantic in a Canadian liner, will, if the season be summer, spend the last two days of the voyage in the noble waters of the St. Lawrence, with scenery of the most picturesque order on either hand. The surroundings here are full of historical interest, recalling the days when bold French adventurers like Jacques Cartier and Champlain penetrated the wilds of the new land, and laid the foundations of a greater commonwealth than their wildest dreams could have conjured up.

The ancient city of Quebec, whose lofty battlements dominate the surrounding country, appeals to the imagination of the most prosaic of mankind. Around this fortress, so full of dignity and strength, have raged fierce battles fraught with consequence to generations yet unborn. It was here that the French fought their last great fight for their hold on Canada, and here the heroic Wolfe fell in the hour of his victory. But the bitter memories of racial strife are now buried for ever, and French and English in Canada form one strong and growing commonwealth. From Quebec to Montreal is but a few hours' journey by rail. Montreal is renowned alike for its picturesque situation at the foot of Mount Royal, and for its wealth and commercial activity. Evidence of the latter are to be seen in the shipping and business quarters of the city, and it is difficult for the new-comer to realise that long after the British occupation had been an accomplished fact, Indian hunters came

here to exchange their furs and peltries for such goods as the white man could supply.

The story of Montreal is full of romance. In 1535 the adventurous Jacques Cartier came across a palisaded Indian village named Hochelaga, the very existence of which had faded from memory until a few years ago, when remains of its aboriginal inhabitants were found in the upper part of Montreal. It was in 1611 that Champlain, the first Governor of Canada, established a trading port on the site of the present Custom House, and thirty-one years later the city was founded by a band of brave and high-born Frenchmen, who gave it the name of Ville-Marie de Montreal. Since Canada was ceded to Great Britain by the treaty of Paris, the people of Montreal have been British citizens, and of its present population of 360,000 no fewer than two-thirds are French-Canadians.

Montreal is the principal eastern terminus of the Canadian Pacific Railway, and from this point for a thousand miles the westward-bound traveller has the choice of two routes. He may either keep to the main line or go by way of Toronto, and after paying a visit to Niagara, proceed by rail to Owen Sound on Georgian Bay, whence a steamer will take him across the Great Lakes to Fort William on Thunder Bay, where the western section of the Canadian Pacific begins. Keeping to the main line, the journey from Montreal to Ottawa, the capital of the Dominion of Canada, occupies three hours. The city stands on a hill, and here are to be seen the fine Parliament Buildings, Rideau Hall, the residence of the Governor-General, and other public edifices. Ottawa is the principal lumber centre of the world, the power for operating its huge saw mills being provided by the Chaudiere Falls, from whose plunging waters rises a great cloud of mist. The route westwards from Ottawa lies through a country rich in lumber and in natural beauty, but as yet only sparsely populated. At Sudbury the trans-continental train may be left, to be rejoined at Moose Jaw, in the Canadian North-West, by passengers desirous of making a detour through Michigan, Wis-

consin, Minnesota and North Dakota, *via* the Soo-Pacific Line.

Twenty-four hours after the departure from Montreal passengers by the trans-continental train catch glimpses of Lake Superior. For many miles the railway runs near the banks of this great inland sea—now high above the waters, now along the cliffs on the shore. The train glides swiftly through tunnels and deep cuttings in the mighty rocks, and over huge embankments, bridges or viaducts, all of which bear eloquent testimony to the engineering skill and indomitable pluck of the men who overcame the natural difficulties encountered in building the line. At length the Nepigon River is crossed, and the train stops at Port Arthur, on the shores of Thunder Bay, a thousand miles from Montreal. Port Arthur and Fort William, a short distance further down the Bay, form the lake terminus of the western section of the Canadian Pacific. Here are gathered enormous shipments of timber and merchandise, while the huge grain elevators, which play so important a part in the commercial life of the North-west, strike the eye of the new-comer. Four of the elevators erected at Fort William have a capacity of from 1,200,000 to 1,500,000 bushels each. Passengers from the East who have performed the journey *via* Toronto and the Great Lakes join the trans-continental train at this point. Those who adopt that route, after a railway journey to Owen Sound on Georgian Bay, embark on one of the Clyde-built steamers belonging to the railway company and are carried across Lake Huron, and through the Straits of Saulte Ste. Marie. There the boat is raised by a huge lock to the level of Lake Superior, and the voyage is continued to Thunder Bay.

From Fort William on towards Winnipeg the country passed through is wild and broken,—abounding with deep lakes and foaming cataracts. It was through this strange land that Lord Wolseley led his troops in 1870 to suppress the rebellion that broke out on Red River under the half-breed Riel.

Winnipeg has been described as a magic city. Yester-

day a mere trading post, to-day it contains nearly seventy thousand inhabitants. The centre of great commercial activity, and the mart of a vast industrial and agricultural territory, Winnipeg is destined to assume greater importance than it has yet attained. Situated just where the forest ends and the vast prairies begin, with thousands of miles of river navigation to the north, south and west, and with railways radiating in every direction, Winnipeg has become the commercial focus of the Canadian North West. From here the wants of the people of the West are supplied, and through it come the harvests of their fields, while from the far North are brought furs of endless number and variety.

On leaving Winnipeg the railway crosses a broad green plain, bordered at the south by a fringe of trees which marks the course of the Assiniboine River. At a distance of between fifty and sixty miles from Winnipeg lies the new and thriving town of Portage la Prairie, where again evidences of the agricultural importance of the country are to be seen on every hand. Some eighty miles further on the Assiniboine River is crossed and the train stops at Brandon, which next to Winnipeg is the most important centre in the North West. Beyond this point the railway traverses the first of the great prairie steppes that stretch upwards at long intervals to the Rocky Mountains. The fertile prairie is dotted with farms, and from the train may be seen coveys of prairie chickens, ducks of various species, wild geese, cranes, and here and there huge white pelicans. At length Regina, the capital of the North West, is reached. Here is situated the headquarters of the famous North West Mounted Police, whose tact and firmness in dealing with the Indian inhabitants in the days before the railway came rendered it possible to open up the country without strife and bloodshed. At Moose Jaw behind Regina the main line of railway is joined by the Canadian Pacific's line from St. Paul and Minneapolis, by which travellers who take the Soo Pacific route join the main trans-continental system. Beyond Moose Jaw, the country becomes more irregular and the railway

passes through a district that teems with game. From Medicine Hat, which is 660 miles to the west of Winnipeg, the Crow's-nest Pass line forms a short route to the gold-mining centres of East and West Kootenay. This railway enters the famous Rockies through a narrow pass surmounted by great peaks, crosses the summit at a height of 4,427 feet, and thus enters the East Kootenay district, which is renowned for its rich mineral resources.

Coming back to Medicine Hat, and starting out once more by the main line, a most delightful country is traversed, and at length the snow-clad peaks of the Rocky Mountains, rising sheer from the plain, become visible in the far distance. The spectacle is at once impressive and strikingly beautiful, the grand mountain range seeming to form an eternal barrier between those who gaze upon it and some mysterious world beyond.

Crossing the Bow River, to which it has been running parallel, the railway reaches the new city of Calgary at the foot of the Rockies, and three thousand four hundred and sixteen feet above the ocean's level. Northward lies the district of Edmonton and the North Saskatchewan, teeming with moose, elk, and deer, and intersected by waterways that lead to the far-off Arctic regions, while to the southward is the ranching country with its innumerable herds of cattle. Three hours after the departure from Calgary, the train enters "The Gap," and from now onwards for five hundred miles the scenery is magnificent in its wild and stately grandeur. This is the region described by Whymper as "fifty or sixty Switzerlands rolled into one." Cascades fall thousands of feet down the sides of mighty masses of rock, glimpses of glaciers are caught through wild mountain gorges, and, owing to the wonderful clearness of the atmosphere, the minutest details of Nature's sculptured masterpieces stand out in bold relief. At Banff, a spot renowned for the curative powers of its hot and sulphurous springs, a stay of a day or two may profitably be made. For many miles round the country has been reserved by the Canadian Government as a natural park, and the

beauty of the mountain scenery defies the description of the writer. Continuing the westward journey the train reaches Laggan, which is the stopping place for the famous "Lakes in the Clouds," which are easily accessible. Still more beautiful is the newly-discovered Yoho Valley, where, encircled by lofty peaks and giant glaciers, is a stupendous waterfall dropping from the tongue of a huge glacier into the depths below. At length the Rockies are crossed, and still in front lies a jagged line of snowy peaks of varied forms and colour. A deep forest valley, through which flows a wide and rapid river, intervenes. The panorama that opens out is magnificent. The river is the Columbia, the new mountains are the Selkirks. From Field Station, amidst the Selkirks, the wonderful glaciers and cataracts for which the district is famous can be visited, while from North Bend away towards the Pacific the famous canons of the Fraser River may be explored. The railway crosses the deep black gorge of the Fraser River on a massive bridge of steel, plunges through a tunnel and enters the canon. Through this sombre gorge, which in places is so deep and narrow that the rays of the sun can hardly penetrate it, the great river forces its way. High above its black waters the railway runs, now disappearing in a tunnel, now crossing the abyss by means of a viaduct. The scene that presents itself to the traveller is awesome but fascinating. The mountains passed, the valley widens out, and as the coast is approached the climate approximates to that of the South of England. Vancouver is reached at last, and here, where less than twenty years ago a forest stood, are handsome blocks of brick or granite buildings, whilst alongside the wharves steamships from the Far East, from Australia and California, and from Alaska are discharging or loading cargoes.

In the United States.

The traveller who lands at New York has, as will be seen from the routes set out in detail in the chapter which precedes the present article, the choice of joining the Canadian Pacific main line at various points. Other

travellers who are adopting the United States route to the Pacific have San Francisco as their goal. For the benefit of both we describe briefly some of the main points of interest on the journey. From New York, which now ranks as the second city in the world, Philadelphia and Boston are easily accessible. The traveller will no doubt also desire to visit Washington, with its famous Capitol and world-renowned "White House," the official residence of the President of the United States. The Falls of Niagara will have irresistible attractions for those who have not seen them before. Niagara has a perpendicular fall of 165 feet, and Goat Island divides the Falls into two portions, the higher being on the American side, while the greater volume of water is carried over on the Canadian side. At the Horseshoe Fall on the Canadian side the cataract is 2,200 feet across, and it has been estimated that 900,000,000 cubic feet of water pass over every hour.

On the main route to the West lies Chicago, which within half a century has sprung up from a mere Indian trading post to the position of the greatest grain shipping port in the universe, and an enormous centre of the live stock trade. The city of St. Louis, where the great Exhibition has recently been held, also lies on the main line. St. Louis is the fourth city in the United States, having a population of over 600,000, and covering an area of 62 square miles.

Another centre of interest owing to the immense grandeur of its natural surroundings is Denver, the capital of the State of Colorado. Denver, almost at the foot of the Rocky mountains, stands at an altitude of 5,200 feet above the sea. The view of mountain ranges extends from almost any part of the city as far as the human eye can reach, and peaks situated 200 miles away are often visible from its streets. South of Denver are Colorado Springs and Manitou. From Manitou the ascent of Pike's Peak is made, and the weird and striking rock formations known as the "Garden of the Gods" are also reached from that point and Colorado Springs. The cog railway by which the ascent of Pike's Peak is

made is a most remarkable piece of engineering work. It is nine miles in length, and at the spot where it reaches the summit of the mountain 14,000 feet above the level of the sea, views of surpassing splendour strike the eye. The journey from Manitou to Glenwood Springs gives the traveller further opportunities of appreciating the natural beauties of Colorado, the railway passing through the Grand Canon of the Arkansas, 2,600 feet deep, and traversing Tennessee Pass, at a height of more than 10,000 feet. Glenwood Springs, which is beautifully situated at the confluence of the Rapid Fork and Grand Rivers, stand 5,600 feet above the level of the sea. The surroundings are picturesquely grand, and the place is renowned for the hot springs which abound in its vicinity.

Salt Lake City cannot fail, from its strange history and associations, to arouse the curiosity of the traveller.

Founded in 1847 by adventurous pioneers led by Brigham Young, the Mormon headquarters are to-day a prosperous centre of population. The city is finely laid out in squares of ten acres, the streets being straight and nearly 130 feet wide. One of the sights of the place is the Tabernacle, with its great oval roof, whose arch spans a huge auditorium. The Tabernacle has seating accommodation for 10,000 people, and here, Sunday after Sunday, the disciples of Joseph Smith and Brigham Young assemble. A statue of Brigham Young has been erected near another building known as the Temple, and close to the Eagle Gate is the tomb of the Mormon leader, where, with several of his wives, he rests beneath a granite slab. Not many miles away from the city is the great Salt Lake, whose waters are so dense that the bather entering them cannot sink. The Lake is eighty miles long and thirty miles across, and it contains about four per cent. of salt. After passing through the State of Nevada, San Francisco, at the Golden Gate of the Pacific, is reached, and this city, with its romantic history and its population of many races, is full of fascination. San Francisco itself is beautifully situated upon three hills at the end of a peninsula bordered on the East by

the famous Bay and on the West by the Pacific Ocean. One of its striking features is the Golden Gate Park which extends for more than three miles from the Western boundary of the City to the shore of the Pacific.

From San Francisco a number of most interesting excursions can be made if time is available. 150 miles away among the peaks of the Sierra Nevadas is the world renowned Yosemite Valley, which is surrounded by mountains rising to a height of from 8,000 to 10,000 feet. The sylvan beauty of the Valley itself with its groves of red cedar, silver fir, and pine trees, and its exquisite ferns and flowers form a startling contrast to the mighty mountain walls which close in it. Glorious, too, are the rushing waters which leap and sparkle down the jagged cliffs. Most striking of all is the Bridal Veil Fall whose waters leaping over a precipice 900 feet high bear the semblance to a fluted marble column, and are so placed that when caught suddenly by the wind they sway to and fro and are almost carried out of their course.

It is impossible to catalogue the innumerable beauties with which nature has so lavishly endowed this favoured valley, upon whose floor in Mirror Lake are reflected the cliffs and pinnacles that tower above in so idealised a form as to appear more beautiful even than the originals themselves. Twenty-six miles from the Yosemite Valley, Wawona, famous for its giant trees, is situated. Wawona is the Indian name for "big tree," and in two groves 600 specimens of these giants of the forest are to be seen.

If, instead of either of the trans-continental routes described, the journey from the East to San Francisco be made by New Orleans, the traveller will have an opportunity of seeing many interesting centres of Southern life. From Roanoake, Virginia, excursions can be made to the historical Shenandoah Valley, where the bitter war between North and South was waged with relentless fury. Another prominent city is Chattanooga in Tennessee. In this district again several sanguinary battles were fought and the national park owned by the Government

includes the scene of several of these encounters, among them that of Chickamauga, which considering the period of its duration and the number of men engaged, was the bloodiest battle of the war. Upon this Park, which is not a park in the ordinary sense of the word but the restoration of the famous battle fields, some £300,000 has been expended, and veterans who took part in the fighting have co-operated in identifying the positions of brigades and batteries.

New Orleans is remarkable as a commercial city and from its position has well been described as the dispenser of the greatest agricultural valley in the world—"The levee, the wharves, and the contiguous streets teem with strenuous life, and are gorged with the raw staples of countries far and near that lie above the Mississippi, its greater and lesser tributaries—sugar, molasses, rice, tobacco, Indian corn, pork, oats, wheat, flour in immense quantities, and over and above all else, nearly one-fourth of the world's entire supply of cotton—a city of villas and cottages, of umbrageous gardens, streets shaded by forest trees, haunted by song birds, fragrant with a wealth of flowers that never fails a day in the year, abundant in season with fruit—the fig, the plum, the pomegranate, the orange. No other large city in America is so laid open to the sunshine and the air." New Orleans has fifteen miles of river front, and six miles of wharves. The city Park was in the old days the dwelling ground of the citizens, and in the old French quarter stands an ancient building in which the formal transfer of the province of Louisiana from France to the United States took place in 1803.

Leaving New Orleans en route for San Francisco the train for many miles runs through a low lying country of great fertility, including the sugar centre of Louisiana. It is a country of lakes and sluggish water courses, interspersed with sugar and rice plantations and covered in many places with flags and reeds. Houston, the principal commercial city of Texas is a busy centre, fifty-three miles by rail from the port of Galveston, where the Southern Pacific Company has constructed

extensive ocean steamship docks. The country through which the railway continues its course for many a hundred mile is full of mementos of the old Spanish days and pregnant with historic memories. El Paso, formerly Paso del Norte, "the pass of the North" going from Old Mexico to New, is the Western Terminus of the Texas and Pacific Railway. Formerly both sides of the Rio Grande were El Paso, but now that the river is the boundary line between the two republics, the Mexicans have named their city Ciudad Jureaz.

The journey is continued through a country to which attaches many a romantic tradition of the days when the Spanish conquistadores subjugated the aboriginal inhabitants, and in the vicinity of Casa Grande the railway passes within sixteen miles of prehistoric ruins which are said to be among the most interesting discovered on the American continent. The famous city of Los Angeles with its lovely surroundings is also touched before San Francisco is reached.

Crossing the Pacific.

The Canadian Pacific steamers for Japan cross the Pacific direct to Yokohama, the voyage occupying about ten days, while the San Francisco route touches the beautiful Hawaiian Islands.

In these islands is found the curious contrast of tropical foliage and coral reefs on the one hand, and snow laden mountains on the other. Honolulu, on the island of Oahu is now essentially a modern city, with fine Government buildings, good hotels, churches of all denominations, excellent schools and electric cars, and yet with something of its old charm still lingering among these evidences of twentieth century civilisation. There are the Bishop Museum to see, the statue of Kamehameha, the greatest chief of the Hawaiian islands, known as the "Napoleon of the Pacific"—and the Chinese, Portuguese and Japanese quarters of the town. Excellent carriage roads have been made to all the chief points of interest, and first comes the historical Pali precipice said to have

been the scene of the final battle between Kamehameha and the last of his foes, where the latter were hurled headlong over the brink to destruction. The ascent to this mountain is made through the lovely Nuana Valley with its wealth of tropical blossom and mountain streams, and close by is Punch Bowl Hill, the crater of an extinct volcano, from whose summit an exquisite view is obtained of the whole of Honolulu wooded hills, dimpled valleys and the blue waters of the coral reefs lying outspread in the distance. The most perfect bathing is to be obtained at Waikiki, a watering place but a few miles distant from Honolulu, where the wonderful swimming of the Hawaiians and their exploits on the narrow surf boards may be watched.

By steamer one can leave Honolulu for Hawaii, the largest and most Southern island of the group, the most striking feature of which is the marvellous burning crater of Kilaluea. Passing Molakai, the leper's settlement, Maui, Lanai, and Kahoolani, the steamer arrives at Hilo, a beautiful little town on the East coast of Hawaii. From Hilo a fine carriage road runs for thirty miles through gorgeous scenery, with plantations of bananas and coffee, to the Volcano House, 4,400 feet above the sea. From here one visits the greatest of non-extinct volcanoes —Kilaluea. This crater is nine miles in circumference, and 600 feet deep; in one corner of it is Halemaumau, the "House of Everlasting Fire," where at times spouting fountains, lurid, boiling masses of lava, and flying clouds of flame make a magnificent scene never to be forgotten, and yet "one may stand and look down 1,000 feet to the living fires secure in the knowledge of perfect safety." Kilaluea, indeed, is the only crater that, though it is in frequent eruption, may be visited and explored without any real danger. On the island of Maui is the largest extinct crater in the world. This is "Haleakala," several miles in width, and 2,000 feet deep, the last eruption having occurred probably before the dawn of the Christian era. An impressive view is obtained by climbing to the summit, and the most gorgeous sunrises are seen from this point.

In the Far East.

Japan, always full of fascination and indefinable charm to the Western traveller, has become of greater interest than ever since the beginning of her heroic struggle with the forces of the Russian Empire. At Yokohama, where the newcomer obtains his first glance of the Mikado's kingdom, he begins to understand how real is the combination of the artistic and the practical in Japanese life. Yohohama is the greatest seaport of the empire, and it is a centre from which many pleasant expeditions may be made. Half a century ago the place was a mere fishing village, but thanks to the foreign trade which has developed since it was opened as a treaty port, Yohohama has now become rich and important. The city is divided into two parts, the foreign and the Japanese quarters, and in the latter are many excellent shops at which native curios and manufactures may be purchased. Near the railway station are several shrines of great interest, one being dedicated to the Shinto god of Akiha and another to the Buddhist god, Fudo. Yohohama possesses a racecourse overlooking Mississippi Bay, and the Mikado has frequently attended the meetings held here.

From Yohohama, Enoshima and Kamakura may be visited, the latter being celebrated for its Diabutsu, or colossal statue of the great Buddha, which is nearly fifty feet high and ninety-seven feet two inches in circumference. The eyes of this remarkable statue—which is said to date from the year 1252—are of pure gold, and the length of its face is eight feet five inches. At Kamakura, too, is the Temple of Hachiman, the God of War, where, according to tradition, the Shôgun Sanotomo was assassinated early in the thirteenth century. Not far from the Diabutsu stands the Temple of Kwannon, renowned for its great image of the Goddess of Mercy. Enoshima, which is situated on a beautiful island, is reached by a long foot-bridge, and, in addition to several temples, it possesses a sacred cave, which has a depth of 124 yards.

Tokyo, the capital of Japan, is only eighteen miles from Yohohama. It has a population of a million and a half,

and it covers an area of about thirty-five square miles. Within the castle, which is situated on a hill near the centre of the city, the old Imperial Palace formerly stood. But this ancient building was burnt down in the great fire of April, 1872, in which more than 5,000 houses were destroyed. A great change has taken place in the aspect of Tokyo since feudalism was swept away, and to-day European dress has (with the male section of the population) partially superseded the old native attire. In the early spring, when the cherry trees—with which the avenues abound—are laden with blossom, the city presents a striking aspect; and although the palatial residences of the old nobility have been pulled down to make room for modern edifices, Tokyo still retains many charmingly picturesque features. There is much of interest to be seen in and around the Japanese capital, the old Shiba Temples, for instance, containing many objects of great artistic and historical value. Another famous temple is that of Sengakuji, where the "Forty-seven Ronins," the heroes of a dramatic Japanese story, lie buried. So great is the estimation in which the memory of this band is held, that incense is perpetually kept burning before the grave of its leader. As may be imagined, Tokyo boasts of many modern features—among them the Japanese Diet, the Imperial University, and the Arsenal, the last-named occupying the site on which once stood the Palace of the Prince of Mito.

The New Imperial Palace, which has been inhabited by the Mikado since 1889, is beautifully decorated in the interior, and though the furniture is of European manufacture, the exterior of the buildings is of native design. In order to enable him to more fully appreciate the innumerable natural and historical attractions of Japan, the traveller will do well to provide himself with "Murray's Handbook" of that country; but it may be said here that the travelling facilities are so excellent that the principal centres may be reached without difficulty.

Nikko, whose temples are famed wherever Buddhism prevails, is within easy reach of the capital. The first Buddhist temple was erected in 767 by the saint Shodo

Shonin, respecting whom marvellous traditions have been handed down. The town is situated in a beautiful valley surrounded by lofty hills, which are covered from base to summit with beautiful cryptomeria trees. "Do not use the word magnificent till you have seen Nikko," is a Japanese saying, and certainly its natural and artistic beauties justify the tribute.

Kyoto is next to Nikko, if indeed it is second to that famous place, the most charmingly situated of Japanese towns. From the end of the eighth century down to 1868, when the feudal system was swept away by the Revolution, Kyoto was the capital of Japan. Mountains rise on three sides of the city, the slopes of which are dotted with temples. It contains the Mikado's palace surrounded by a wall with six entrance gates, and the sacred edifices in the vicinity include the Nishi Hongwanji, the largest temple in the country, and picturesque Kiumidzu Dera. Kyoto is a great shopping centre and is renowned for it beautiful lacquers, porcelain and silken embroideries.

Osaka, which possesses a moated stone castle built in 1583, is the seat of many industries, including extensive silk manufactures, and here the Imperial mint is located. Osaka stands at the head of a bay in the Inland Sea, and sixteen miles away is Kobe, which was opened to foreign trade in 1868. The Inland Sea affords a direct route from Kobe to Nagasaki and Shanghai, and the beauty of the voyage through its placid waters offers indescribable charms to the traveller. The sea is about 240 miles long and while at its widest point it is forty miles across, it narrows to about eight miles in others, and now and again the navigable channel is not more than two or three hundred yards wide. This beautiful piece of water is studded with innumerable islands, the larger mountainous, while many of the smaller are of most curious and fantastic shape. The islands are inhabited by a population who gain their livelihood by farming and fishing, and the Inland Sea swarms with strange craft of many shapes and sizes which add to the picturesqueness of the scene presented to the eye.

Nagasaki became important in the sixteenth century when it was a considerable centre for Portuguese trade. At a later period only the Dutch were allowed to carry on commerce here and they were restricted to a small settlement at Deshaima which is below the native city. Since 1849, however, the port has been opened to foreign commerce, and the British community is now the most important. In the harbour steamers are coaled by gangs of young girls who pass little baskets to each other with astonishing quickness.

Shanghai, the chief centre of foreign trade with China, is reached after a run of 400 miles from Nagasaki. In addition to the Chinese town there are three foreign settlements, the English, American, and French, the English and American forming one municipality, while the French have laws for themselves. From Shanghai all the year round steamers run to Tientsin, the port of Peking, and to other northern Chinese ports, and an interesting detour can be made from Shanghai to Hankow on the Yangtse Kiang, the river steamers of the N.D.L. being particularly well fitted for passenger accommodation; among the towns called at is Manking, the one time capital of China. The traveller who is bound southwards continues his voyage to Hong Kong, which possesses one of the finest harbours in the world, the port being invariably crowded with ships of all nationalities. The Chinese population, which has a town of its own, numbers 160,000, while the European and American residents number 8,000. An opportunity is here offered of obtaining glimpses of Chinese life, which in many respects forms a striking contrast to that of Japan, and among things to be seen of special interest is the "walled Chinese city" with its "willow pattern" tea house. From Hong Kong steamers run up to the Canton River to Canton, the capital of the Kwang-tung province, a trip of ninety-seven miles. The passage is an extremely interesting one and Canton itself is well worth a visit, since it remains essentially Chinese and is a great centre of native commerce. The city, whose population is estimated at more than a million and a half, is surrounded by lofty walls some twenty-five feet in

thickness, and the gates, eighteen in number, including two water gates, are closed at night.

There is a boat population of nearly half a million at Canton, the residents in these floating habitations forming an entirely different class from the land population. Prior to 1868, when the city was taken by the combined British and French forces, foreigners were forbidden to enter Canton, but now they are free to go where they will, and the traveller can with facility visit the Emperor's Temple, the Temple of the Five Hundred Genii, the Execution Ground, the Flowery Pagoda, the famous water clock (which is said to be 800 years old), and many other strange and curious sights.

Macao, an old Portuguese settlement founded in 1557, lies forty miles south, across the river mouth, from Hong Kong. It is notorious for its fan-tan gaming houses, while on the other hand the fact that the Portuguese poet Camoens lived here lends pleasant traditions to the place. In the garden which bears his name, Camoens is said to have composed his "Lusiad" nearly three and a half centuries ago.

Several steamers (local) leave weekly for Manila, besides the regular Australian-Japan lines which make that city a port of call.

In the Indies and India.

The voyage from Hong Kong through the China Sea to Singapore, the capital of the Straits Settlement, occupies about five days. Singapore is of course a commercial centre of great importance, and its heterogeneous population comprises men of every Eastern race. It is the coaling station of the British East Indian Squadron, and its attractions include the Botanical Garden, with its famous collection of orchids. From Singapore the Westward route is continued through the Straits of Malacca, touching at Penang, a beautiful island called by the natives Pulo Penang, or Betel-Nut Island. Colombo, the next port reached, was the scene long centuries ago of struggles between the Dutch and the Portuguese. The Portuguese first landed in Ceylon in

1505, but were eventually overcome by the Dutch, who, in turn, were expelled by the British in 1796. "It is impossible," wrote Sir Edwin Arnold, "to exaggerate the natural beauty of Ceylon. Belted with a double girdle of golden sands and waving palm groves, the interior is one vast green garden of nature deliciously disposed into plain and highland, valley and peak, where almost everything grows known to the tropical world, under a sky glowing with an equatorial sun, yet tempered by the cool sea winds. Colombo itself, outside the actual town, is a perfect labyrinth of shady bowers and flowery streams and lakes. For miles and miles you drive about under arbours of feathery bamboos, broad-leaved bread fruit trees, talipot and areca palms, cocoanut groves, and stretches of rice-fields, cinnamon and sugar cane, amid which at night the fire-flies dart about in glittering clusters."

Kandy, the former capital, is seventy-five miles by rail from Colombo. This city obtained eminence in the Buddhist world owing to the fact that a temple was erected here early in the fourteenth century to contain Buddha's tooth and other relics. During the long struggle for supremacy between the Portuguese and the Dutch, Kandy was so often devastated by fire that only a few of its ancient buildings remain. The Royal Botanical Gardens at Peradeniya, about four miles out, contains magnificent specimens of tropical plants and trees, among them being many rare orchids and flowering creepers.

Nuwara Eliya, the principal health resort of the island (altitude 6,240 feet) is distant 132½ miles from Colombo in the Southern Highlands. There is a small setttement of Ceylon residents who have their country houses there, and the whole aspect, even the foliage, is decidedly European; the climate is healthy and bracing, but wet in August, the principal attractions being excellent golf links, a race course, and trout fishing. The mountain scenery is fine, Pidura Talagala, 8,296 feet, rising immediately behind the settlement.

From Colombo the traveller, unless he desires to cross

India *via* Calcutta, continues his journey to Bombay on the Arabian Sea. Bombay is built on an island connected with the mainland by bridges, and it is divided into two towns—one inhabited by natives and the other by Europeans. One of the most striking features of the place are the famous "Towers of Silence," standing high upon Malabar Hill one hundred feet above the sea. It is here that the Parsis cause their dead to be laid, to be devoured by the vultures that make their homes in the neighbouring trees. The native quarter of the city is picturesque in the extreme with its mosques, temples, bazaars and an endless flow of humanity in which representatives of the most diverse types of mankind find their place—"Arabs from Muscat, Persians from the Gulf, Afghans from the Northern Frontier, black shaggy Beluchis, negroes of Zanzibar, islanders from the Maldives, and Laccadives, Malagashes, Malays and Chinese throng and jostle with Parsis in their sloping hats, with Jews, Lascars, fishermen, Rajpoots, Fakirs, Europeans, Sepoys and Sahibs."

The caves of Elephanta are situated in an island some six miles from Bombay. It is believed that they were excavated about 1,000 years ago, and they contain sculptured figures of gods and goddesses of a most extraordinary character.

If instead of proceeding direct to Bombay by steamer the traveller decides to cross India by rail, after landing at Calcutta he may visit Cawnpore, Lucknow, Benares, Agra and Delhi, and other places whose names are writ large in the tragic history of the Indian mutiny.

Calcutta was founded as a trading post in 1690 and did not come into prominence until nearly a hundred years later, when Clive, in avenging the "Black Hole" outrage, deposed Surajah Dowlah and laid the foundations of the present Indian Empire. The site of the Black Hole, in the very centre of the European portion of the town, is now enclosed by a railing and marked by a monumental slab. Calcutta is full of mementoes of the rise of British power in India, and in the Council Room at Government House are pictures of Warren Hastings, Lord

Clive, the Marquis of Cornwallis, and other famous statesmen.

Benares, the sacred city of the Hindoos, on the left bank of the River Ganges, is the religious capital of India. The banks of the river are bordered by Ghats, or flights of stone steps elaborately constructed, which descend to the water's edge from the most magnificent buildings in the city, some of the latter being four and five storeys high, while the Ghats themselves are eighty feet in height. The best view of the Ghats is obtained from the river, and here in the early morning multitudes of natives may be seen bathing in the sacred Ganges, while on piles at the "Burning Ghat" the bodies of the dead are being consumed. Benares contains more than a thousand temples, and hither for many hundreds of years have flocked bands of pilgrims and devotees from all parts of India.

The memorable defence of Lucknow during the mutiny will always render that city of special interest to English people. It was here that Sir Henry Havelock died, after having brought relief to the beleagured garrison, while a white marble cross recalls the valour of Sir Henry Lawrence and the brave men who fell in the defence of the Residency. The spot where Lawrence was buried is marked by a simple tomb, on which is written the epitaph chosen by the hero himself.

"Here lies Henry Lawrence,
"Who tried to do his duty.
"May the Lord have mercy on his soul."

The walls of the Residency still bear the marks of the shot and shell directed against them during the mutiny, and other grim mementos of that terrible period are to be found at the garden known as the Sikandara Bagh, where the 93rd Highlanders, with some detachments of the 4th Punjab Rifles, and the 53rd Regiment, killed 2,000 mutineers in a couple of hours.

Cawnpore, not far away, has still more sinister memories of the great rebellion. The massacre of General Wheeler's force by Nana Sahib after they had

been given safe conduct was one of the most terrible instances of treachery on record. But worse even than this was the murder of the women and children who were taken prisoners and whose bodies were thrown into the notorious well. The Memorial Well Gardens are indeed full of melancholy interest. Upon the wall which surrounds the well is inscribed, "Sacred to the perpetual memory of a great company of Christian people, chiefly women and children, who near this spot were cruelly murdered by the followers of the rebel Nana Dhundu Pant, of Bithur, and cast, the dying with the dead, into the well below on the XVth day of July, MDCCCVII."

Of more general interest than Cawnpore is Agra, noted for its beautiful palaces, mosques, and tombs. The Moti Musjid, or "Pearl Mosque," is of surpassing beauty with its three domes of white marble and its gilded spires. On the Eastern face of the mosque is an inscription in letters of black marble inlaid into the white, which declares that the mosque may be compared to a precious pearl since no other is lined with marble like this. Moti Musjid is situated within the Fort, which is surrounded by a lofty wall of red sandstone, and here is to be seen the Judgment Seat of Akbar, a pavilion of white marble. But the chief centre of interest in Agra is the famous Taj Mahal, the most beautiful tomb in the world.

The Taj was commenced in 1630, A.D., by the Emperor, Shah Jehan, as a tomb for his beautiful queen. The mausoleum cost several millions sterling and seventeen years were occupied in building it. The Taj stands on a platform of red sandstone, 964 feet by 329; and at each of its corners there is a minaret of the same stone surmounted by a kiosk of polished white marble. The ornamentation of the building with mosaics, carvings and precious stones is marvellous in its lavish beauty, and on the marble screens which surround the tombs figure carvings that resemble lace in their delicacy. In these tombs in a crypt under the central dome lies Shah Jehan and his queen.

Another Indian city which the traveller will desire to

visit is Delhi, the famous capital of Shah Jehan. Delhi has been the scene at various epochs of ferocious fighting and massacre. It was sacked by Timur in the fourteenth century and ravaged in 1739 by Nadir Shah, who is said to have taken back with him to Persia spoil to the value of seventeen million sterling, including the famous Peacock Throne, worth six millions, and the Koh-i-nur diamond. During the siege of Delhi, in 1857, many heroic deeds were done, and on the Cashmere Gate is a marble tablet describing how the city was stormed by the British forces.

In Delhi and its environs there are numerous sights of historic and artistic interest, among them the celebrated Asoka Pillar, said to have been erected 270 years before the Christian era, and the Jamma Musjid, the finest mosque in India. This great building of red granite and white marble is 260 feet long. It has three domes 150 feet in height surrounded by minarets. Delhi is noted for the skill of its workers in gold and silver, and beautiful specimens of native work in the precious metals, and in wood, as well as ivory paintings, and filagree ornaments are on sale in the native shops.

After having visited the principal centre in the interior of India, the traveller by this route will make his way to Bombay, whence he will sail on his westward journey, calling at Aden and Suez.

After the passage of the Red Sea has been accomplished, an opportunity is afforded of visiting one of the most interesting countries in the world.

In Egypt.*

The Arabs have a proverb that he who has once drunk of Nile water must return to it again. The fascinations of Egypt are indeed strong on those who have tasted them. Year after year the same travellers fly from the inclement skies of Western lands to Egypt's hospitable clime, and year after year they find health and inspiration in the dominions of Father Nile. If it were sunshine

* In view of the large and ever-increasing number of passengers visiting Egypt, it has been dealt with more fully than other places.

alone these pilgrims sought they might find it nearer home. But the Riviera with all its charms cannot offer the rich and glowing colour, the alluring pictures of the Oriental life of to-day, and the historic monuments of a mighty past that are found in the land where the Pharoahs once held sway.

The modern history of Egypt is full of stirring pages. Within the memory of men still young battles have raged almost at Cairo's door, and a British soldier urging his jaded steed through her streets has demanded from Egyptian hands the key of the Citadel. Many a fateful expedition has started hence with the hope of crushing the power of Mahdi or Khalifa, and many a British youth whose bones lie bleaching in the far-off Soudan has lightheartedly set out from the Egyptian capital.

Over Egypt the subtle battles of European diplomacy have been waged, and over Egypt within, since the British occupation, has come so mighty a change that grey-bearded Moslems scarce recognise in her the country of their youth.

The seeker after health or pleasure, the lover of antiquities and the student of history find in Egypt a congenial field. Thanks to the facilities for travel offered to-day, the country is within a few days' journey of Western Europe. Those who are making the tour of the world are glad to spend a week or two in Cairo, and year by year the number of those who winter in the city of Haroun al Raschid continues to increase. The visitors from America are so numerous that special boats of the Norddeutscher Lloyd are set apart for the Egyptian traffic.

Port Said, at the entrance of the Suez Canal, is now connected by rail with Cairo. Its evil reputation has spread to the ends of the earth. But with the advance of years Port Said has grown less disreputable, and though it is not what could well be termed a quiet, residential town, some of its more sinister features have been modified or have disappeared.

Many are the picturesque sights presented at this, the Western entrance to the famous Canal. Steamers of all

nationalities and of every type, from the stately liner to the ocean tramp and from the grim war-ship to the pilgrim-craft with a weird and wild collection of pious Moslems, or the tank-steamer, deep with a cargo of oil, pass slowly by or perhaps remain for a few brief hours to coal. The coalies of Port Said, swarthy, powerful fellows, look like gigantic black ants as, laden with baskets of coal, they rush in an incessant swarm up almost perpendicular planks and pour their burdens into a steamer's bunkers. They never seem to tire, and the coaling feats performed by the Port Said gangs almost border on the fabulous. In an incredibly brief space of time they will account for a hundred tons, and though the sun overhead may scorch and blister there is no halt by these apparently tireless workers.

Port Said is a town that sprang up from the desert. Its site seemed a hopeless one whereon to found a habitable centre. In order to provide the ground for the new town, dredging operations in Lake Menzala were necessary. In this way the area available was extended and the land actually in existence placed on a higher level.

The difficulties surmounted by de Lesseps are now matter of history, but no Englishman can contemplate the great work left by the indomitable engineer without regretting that he should have been hindered and hampered by the British Government.

It was a British ship that first paid toll to pass through the Canal, and since the opening for traffic in November, 1869, British commerce has derived more benefit than that of all other countries combined from the magnificent waterway.

Port Said is connected with Cairo by railway. The first part of the journey is not particularly interesting. On the one hand is the Canal, on the other a great expanse of sand and lake. But from time to time a party of Bedouins may be seen, or perhaps a caravan, wending its way across the desert. The traveller who is coming westward however will not touch Port Said until he has seen Cairo and is once more on the homeward

journey. On the contrary he will land at Ismailia and proceed thence to Cairo by rail. Between Ismailia and Cairo the line crosses the battle-field of Tel-el-Kebir, where Lord Wolseley routed Arabi's troops in 1882. The graves of the British officers and men who fell in the engagement may be seen from the train.

In the early days of Egyptian railways, starting a train was an operation attended with no small difficulty and danger. The Arabs are like curious children, and it was necessary to adjure them vehemently in the name of Allah and of the Prophet to remove their corporeal frames out of the way of the engine. But to-day the railway has extended far beyond the confines of Egypt proper, and those who once swore by Mahdi are becoming more or less familiar with the smoke-devil of the unbeliever.

The prudent traveller will have made all the arrangements for his sojourn in Cairo before starting on his journey. Palatial hotels are a feature of the Egyptian Capital. Shepheard's of historic fame, the Savoy, the Grand Continental and the Ghezireh Palace, once an actual palace of the prodigal Ismail, are among the most famous. The Mena House Hotel lies in the shadow of the Pyramids, and at Helwan, a health resort some miles from Cairo, there is excellent accommodation for those who wish to breathe the desert air.

In the newer quarters of Cairo building goes on apace. Picturesque residences of pure white are studded along broad roadways, and but for the dazzling blue sky overhead and the presence of the natives in turban and burnnoose one might imagine one's-self in the fashionable outskirts of Paris.

To sit on the balcony of one of the fashionable hotels in Cairo and watch the constant stream of gay moving crowds is ample entertainment for an idle hour. Swarthy Arabs, picturesque in their long blue and white robes surmounted by turban or tarboosh, a scarf of many colours wound round their shoulders, saunter lazily along in the blazing sunshine. Occasionally a sheik rides by bestriding in ungainly manner a white Egyptian donkey.

Vociferous pedestrians vend their various wares, waylaying for the purpose the profitable tourist. A fellah drives his wives and children in a dilapidated small cart, donkey boys rush madly after their charges, Egyptian women, clad in black and veiled according to Mahommedan law, go by with their babies on their shoulders, young students in a curious mixture of European and Egyptian costume pass with noses studiously buried in their books.

A swarthy seller of fly and mosquito whisks squats on the pavement opposite ready to accommodate the unhappy visitor distracted by the attacks of hungry insects. Now and again a trio of camels laden with produce from the outlying villages march with their burdens into the town; the water seller rings his bell and plies a busy trade. Colour, colour everywhere. In the awnings that shadow the shops, in the cluster of dates on the palm trees, in the various costumes of the Egyptian crowds.

With a flash and a whirl a carriage flies past bearing ladies of the Harem, preceded by running saises clad in gorgeous raiment of scarlet and gold with staves in their hands to clear the way. A fleeting vision is caught of the veiled beauties in their shimmering robes of golden tissue, Circassian women very often with fair skin and blue eyes.

The unfortunate saises are said to be a short-lived race, dying mostly from heart disease contracted through their calling.

The native quarter remains as it did long centuries ago, save that it has learnt something of sanitary laws; yet even now the smells arising on a hot summer's morning are somewhat powerful.

The streets are narrow, with crumbling, overhanging buildings, and so narrow that an arabeeyah (as the street carriages are called) disputing the right of way with a camel has by no means the best of it, the vehicle being often wedged uncomfortably close against the wall to allow the beast to pass with its bulging loads. On either side are quaint, dark little shops, shoemakers' and native sweetmeat stores, small, dingy rooms with the sellers

hunched contentedly against the doorway, smoking and bargaining with their customers. The younger generation swarm, brown and fly-covered, about the road, stopping from their play to demand "backsheesh" from the foreign visitors. Here and there is a native mosque, where the inquisitive unbeliever is only allowed to enter on condition his feet be covered with the large pancake-like slippers presented at all sacred edifices.

Down one narrow winding street are the bazaars, where stuffs and embroideries of oriental splendour, swords, armour, silk robes, gold and silver works, perfumeries and other varied articles are displayed temptingly to attract the loitering wayfarer. A shrill babel of beseeching voices greets one at the entrance to this interesting fair. The Oriental likes to be bargained with, and Persian tea, delicately flavoured, is offered to prolong this (to him) most fascinating operation.

A picturesque morning sight is that of the young Khedive driving through the streets with his smart escort of cavalry on his way from the Palace of Koubbeh, a few miles outside the city, to Abdin Palace, where he transacts business with his Ministers. The Khedive is an enthusiastic farmer, and at Koubbeh he has a model farm with many of the very latest improvements.

On the estate of Koubbeh there is a model village, and here the Khedive has organised a free school and a fire brigade composed of the chief residents. The Khedive is deeply interested in agriculture. He loves dogs and horses, and the British bull dog finds a place among his canine pets.

At Abdin Palace, where official business is transacted, there is an aperture in the wall into which anyone may drop a petition requesting the Khedive to redress his wrongs, or to help him out of his troubles. Some of these appeals are, as may be imagined, exceedingly curious. Tradesmen to whom Government officials owe money for their garments, loyal Egyptians anxious that their gifted sons may be provided with State appointments, and persons who think their merits and their needs render them fit subjects for pecuniary aid; all these and

many others hasten to seek the assistance of their prince.

Abdin has been the scene of many exciting and remarkable happenings. Abdin was built by Ismail, and it was in Abdin Square that Tewfik, father of the present Khedive, met Arabi and his rebellious soldiers on an historic occasion, and here again Lord Kitchener presented medals to the troops who had taken part with him in the campaign which resulted in the downfall of the Khalifa.

The Khedive made extensive preparations at Abdin in 1889 for the reception of the German Emperor, and great was the disappointment felt in Cairo when it became known that the Kaiser had found it necessary to abandon his visit to Egypt.

In order to visit the orthodox sights of Cairo, so eloquently dilated upon by the guide books, it is desirable to employ a dragoman. It is equally desirable to keep this picturesque and voluble person in his proper place. The dragoman is prone to adopt proprietorial airs towards the Europeans committed to his tender mercies, and as the Cairo season is short his motto is the Arab equivalent of "Make hay while the sun shines." He is often an accomplished actor, and generally a finished humbug. It is an amusing sight to witness on the hotel balcony the morning interview between the spinster of uncertain age and a wily dragoman who has come to suggest the programme of the day. The Oriental fraud, with his curled moustache, drops on one knee in front of the simpering dame, and with simulated humility, expresses the hope that, refreshed by the slumbers of the night, she is ready to visit the tombs of the Mamelukes, the Pyramids of Ghizeh, or the petrified forest. A moment or two later he may be shouting in Arabic uncomplimentary comments on the fair one's charms to a grinning group of members of his own profession across the way.

In Cairo itself there are many recognised "sights" which the energetic tourist feels compelled to visit. The mosques are very numerous; some of them are worth seeing, others are not. It is well, in any event,

for strangers visiting them to be accompanied by a guide, and needless to say, the observance of proper respect for Moslem susceptibilities on the visitor's part does not make him any the less welcome.

The mosque of El Azhar is not only a mosque but the greatest of the Mohammedan universities. It is, of course, pervaded with hopeless conservatism. When, some years ago, the Government sanitary officials sought to remove the bodies of two students who had died of cholera, their fellows violently resented the intrusion, and became so turbulent that the Governor of Cairo ordered the troops to fire on the recalcitrants. But in Egypt the fierce fanaticism that manifests itself in certain Moslem countries is not generally prevalent, and the fellah certainly is a docile, light hearted creature given to celebrate a profitable season by adding to the number of his wives.

The dancing dervishes, the Citadel, the tomb of the Caliphs, the Sphinx and the Pyramids of Ghizeh, the petrified forest, the famous Museum and many other attractions are practically at the door of the visitor. The insidious dragoman is every ready with suggestions, his eye always firmly fixed on the main chance. The experienced traveller will not, however, be in Cairo long without discovering that there are phrases of life the dragoman does not consider of sufficient interest to attract the attention of his victim.

It is probable that of the many thousands of Europeans who have spent the winter here, few have seen an Arab play acted in an Arab theatre.

Popular among the native dramas are those that represent the exploits of the hero Antar, but the writer has been present at a representation of "Romeo and Juliet," the play having been translated into Arabic by a Cairo poet. It was a marvellous performance, and the audience were every whit as interesting as the players on the stage. On benches, in a low wooden building, were gathered some hundreds of expectant men. Round the sides ran the harem boxes reserved for the fair sex, who, hidden behind lightly-stretched curtains, could see with-

out being seen. Holes in the gauzy net-work suggested that in the height of their enthusiasm for the drama, or of their feminine curiosity, the ladies had used their fair hands to obtain clearer glimpses of what was going on without.

The players alternately spoke and sang. In wooing sweet Juliet, Romeo gave vent to dolorous groans, whereat the male audience groaned loudly in sympathy and rocked their bodies to and fro in a sort of mournful ecstasy. There were, however, moments when hilarity prevailed. The Arabs yelled with delight when Mercutio fell, and the demise of young Capulet gave rise to unbridled laughter.

A picturesque and, at times, an exciting spectacle is that presented by the native boatmen negotiating the Kasr-el-Nil bridge in their big sailing dehabeahs. At certain hours of the day a portion of the bridge is raised to allow river traffic to get through, and then to the accompaniment of deafening shouts and yells, the swarthy, agile, half-naked Arabs sail and haul their craft through the open channel.

Near the Kasr-el-Nil is the official residence of a great Englishman whose name millions of Egyptian peasants have cause to revere. Lord Cromer's work for Egypt is known the world over, yet only the few realise what tireless devotion this strong, clear-sighted man, with his firm sense of justice, has expended on his difficult task.

Lord Cromer's just and firm policy has extorted admiration even from those who have opposed him, and it has been his lot to render tolerable the lives of the common people, for whom, under rulers of their own creed, neither mercy nor justice existed.

Moustapha Pasha Fehmy, the enlightened Prime Minister of Egypt, once said to the writer: "No, the people were not light-hearted in the old days. Then the fellah went about like an ill-treated, broken-spirited child. He crouched before his masters, and trembled when a voice was raised in anger. Look at him now, and you can scarcely believe he is the poor oppressed being of a generation or two ago."

Alexandria, the great commercial port of Egypt, is within a few hour's railway journey of Cairo. In the early days of the British occupation building was carried on on a great scale, and the city is a very pleasant one to the eye.

Alexandria, which has a considerable European population, unlike Cairo, devotes itself entirely to commercial pursuits. Ismail caused very large amounts to be expended on its sea defences, but the forts and heavy artillery with which they were provided proved of little avail in 1882 when the bombardment took place.

The famous monument known as Pompey's Pillar stands on high ground near the Mahommedan cemetery. It is said that during the French occupation the Cap of Liberty was placed on the top of the column.

Not far from Alexandria is Abukir Bay, where the battle of the Nile was fought in 1798, and there are various other places in the vicinity that recall the past struggles of French and English for supremacy in Egypt.

In the days of the Arabi rising Alexandria maintained its ancient reputation for turbulence and disorder, the massacres of Europeans and the firing of buildings by convicts being among the dramatic events which immediately preceded the British occupation.

At Ramleh, a delightful suburb, many of the British, engaged in commerce or holding official positions, have their residences. San Stefano, a sea-side station, with a casino and an excellent hotel, is a favourite health resort for people from Cairo or Alexandria who desire the benefit of rest and change of air.

The desert, like the ever-changing sea, appeals with irresistible force to the imagination, and it is possible, with a little energy, to taste freely of its fascinations. A journey from Cairo to Mount Sinai, following the route attributed by tradition to the Children of Israel, may without much difficulty be organized, and the house-dweller of the West become, for the time, the tent-dweller of the East. Other expeditions will readily be suggested to those who would lead for a time the nomad's life. And one may live in comfort on the fringe of the desert enjoy-

ing at once the luxuries of civilisation and alluring pictures of primitive Oriental life.

Helwân, whose baths were famous 1,600 years before the Christian era, lies on the edge of the desert sixteen miles from Cairo. As a health resort, where the jaded stranger may drink in the bracing, buoyant desert air, Helwân has gained no small fame. It is picturesquely situated in the shadow of the Mokattam Hills, and just three miles away flow the brown waters of the Nile. Antiquities, famous throughout the world, abound in the vicinity: and East meets West on the Helwân golf links, where the caddies are white-robed Arabs, whose private views on the royal game would no doubt be edifying could they be obtained. Helwân is provided with excellent hotels, and to those who desire rest and tranquility it is a veritable harbour of refuge.

The fascinations of the Nile are so strong that year after year wealthy Englishmen and Americans charter dahabeahs and spend a month or two in voyaging on the historic river. The charms of the life never seem to grow old; the traveller, after he has returned to his Western home, is ever ready to discuss with enthusiasm his peaceful wanderings.

The facilities for Nile journeys leave nothing to be desired. For those who wish to travel with their own parties there are sailing and steam dahabeahs, provided with all that goes to make river travelling enjoyable. In addition there is an excellent line of tourist steamers belonging to the famous house of Cook, and another service organized by the Anglo-America Company.

Only a little while ago the fierce fanaticism of the Dervish hordes prevented the traveller passing Wady Halfa, the then frontier of Egypt. But since the downfall of the Khalifa a new regime has been established, and by means of railway and steamer the tourist is able to reach Khartum, the city of Gordon's heroic defence and of his tragic death.

Those who have not the time for a protracted Nile voyage may easily reach Assuan by train, and here are to be seen the wonders of a past age almost side by side

with one of the most notable triumphs of modern engineering science.

One of the problems which had to be faced when the great irrigation works at Assuan were projected was the danger of destroying the famous temples on the island of Philæ, where as late as the fifth century after Christ the votaries of Isis and Osiris carried on the worship of their gods. The difficulty was ultimately surmounted, and the dam is destined to beneficially effect in a remarkable degree the economic future of Egypt.

The traveller who voyages up the Nile is struck not only by the relics of long past ages which lie on every hand, but by the marvellous fertility of the cultivated belt watered by the life-giving river.

The benefactor of his kind who is alleged to have made two blades of grass grow where only one grew before has become familiar to the popular mind in England through the post-prandial flight of successive generations of bucolic orators. In Egypt the exploits of this worthy have been easily surpassed. The labours of the Irrigation Department have rendered it possible for land which formerly produced nothing to yield four crops in two years, though, of course, time has been requisite for the completion of this triumph of science. The post-prandial orators of the Egyptian Farmers' Club of the future will indeed have a fruitful theme for their rhetoric.

From the construction of the great dam at Assuan results almost miraculous will be secured. Vast tracts will be reclaimed from desert and waste, and three-quarters of a million acres of land which has hitherto yielded only one crop a year will be provided with perennial irrigation. From land to which is secured a perennial supply of water it is possible to raise four, and, in exceptional cases, as many as five crops in the course of twenty-four months. The usual practice is to grow sugar-cane, cotton or rice in the first summer and flood seasons and clover in the winter following. For the next summer the land is allowed to lie fallow; then maize is grown during the flood and wheat or beans in the winter.

Small wonder the decision to construct the dam was received with rejoicing. "As regards the native population generally," said Lord Cromer, "all I need say is, I have rarely known a measure received with such universal approbation in Egypt."

Whatever criticism may be passed on the events which led up to the British occupation of Egypt, no unbiassed person can deny that it has resulted in incalculable benefit to the country. Justice is no longer bought and sold, forced labour has gone the way of many an ancient wrong, the fellah has ceased to groan under the extortions of pitiless tax collectors, while an earnest and honest attempt is being made to rouse the people to appreciate the importance of sanitation.

The efforts of the Sanitary Department have been crowned with a large measure of success, though the difficulties it has encountered can only be imagined by those who have had experience of a Moslem population. In a land where people believe that by licking a pillar in a mosque they may be cured of the most deadly diseases, the exponent of medical science has a hard task before him.

There was a time when the hospital was an institution dreaded by the people. Under British administration all that has been changed, and perhaps one of the most interesting institutions of its kind in the world is the magnificently-equipped Kasr-el-Aini hospital in Cairo, in the medical school of which students are trained who go out to do their life's work in the provincial hospitals of Egypt.

When the British first came to the country, they found in the great asylum at Cairo lunatics chained to the walls of their cells like wild beasts, and it had been the custom never to remove these unfortunates from their loathsome dens until death relieved them of their sufferings.

Nile Travelling.

Steam as well as sailing dehabeahs are available for those who desire to indulge in independent travelling on the Nile. The dahabeah is really a yacht provided with

everything requisite to make river travelling comfortable. In the event of the wind proving unfavourable arrangements can be made to obtain tugs to tow the sailing dahabeahs; the others are, of course, independent of such considerations.

In order to give an idea of the cost of travelling in this way, it may be mentioned that Messrs. Cook quote for one of their steam dahabeahs £403 per month for four persons, £550 for six, and £675 for a party of eight. Their charges include everything, except wine, and it is hardly necessary to say all the arrangements are admirable.

The tourist steamers which run between Cairo and the first Cataract at Assuan, occupying three weeks in the voyage up and down the Nile, are excellently equipped and conducted, the return fare being £50.

Each day's programme is carefully mapped out, and the traveller need take no care for the morrow; everything is arranged for him beforehand. The striking antiquities to be found along the banks of the Nile would require volumes to do them full justice. But apart from the relics of a mighty past, the traveller will find much to interest him in the native life of to-day, and the marvellous sky effects to be seen when the shades of night draw near are calculated to impress the least imaginative mind.

The service of express boats between Cairo and Assuan proves most convenient to those who wish to travel less expensively than is possible by the tourist steamers. If time is of importance, the journey one way may be made by rail. Assuan, as well as Luxor, some 130 miles nearer Cairo, is well known as a resort for invalids. There is first-class hotel accommodation at both places, and it is claimed that Assuan is "drier than Biskra and Teneriffe, far drier than Algiers, and considerably drier than the high altitudes of Colorado."

Steamers running from Assuan to the second Cataract at Wady-Halfa, enable the traveller to visit the great rock-hewn temple of Abu Simbel and the battle-field of Toski, where the Anglo-Egyptian forces under Sir

Francis Grenfell routed a dervish army that had been sent to carry fire and sword into Egypt. A week is occupied in this journey.

The distance by railway from Wady-Halfa to Khartum is 570 miles, the line running through a country which, a few years ago, was under the dominion of the Mahdi's merciless successor.

The line runs by way of Abu Hamed and Atbara, the scene of the famous battle which preceded, by a short period, the great fight at Omdurman.

On the homeward voyage through the Mediterranean, Naples, with its magnificent bay, is touched. The view from the sea is of surpassing beauty; on the one hand Vesuvius raises its head, while on the other extends the picturesque amphitheatre of the town, with verdant hills stretching out in the background. The places of interest in the vicinity are innumerable—among them the buried cities of Pompeii and Herculaneum, the beautiful Island of Ischia. In the Cathedral at Naples are paintings depicting scenes in the life of S. Januarias. Here too is kept the vessel containing the blood of the martyr saint. Liquefaction of the blood, according to the tradition, first occurred when the body was conveyed to Naples in the time of Constantine, and it is held that it now takes place at stated periods. The National Museum at Naples contains many valuable antiquities, including many artistic treasures from the buried cities of Pompeii and Herculaneum. Naples has a widespread reputation for its noise, and its boatmen and cab drivers are notorious for their rapacity.

Genoa, the next port of call, is one of the most ancient sea ports in the Mediterranean. The place is full of historic memories, and long centuries ago Genoa carried on a great commerce with the Levant. The palaces, for which the city is famous, can boast of many artistic treasures, among them portraits of Genoese nobles by Rubens and Van Dyck. A statue of Columbus, who was born here, is included among the city's monuments, and the Genoese can point with pride to the fact that Genoa was the birthplace of the patriot Mazzini.

At Gibraltar it may be possible to inspect the famous galleries, bristling with big guns, which form one of the wonders of the grim "Rock," or, as an alternative, a drive to Europa Point offers striking attractions. The view at Europa Point is calculated to kindle the imagination, for on the one hand lies Europe and on the other Africa—here the waters of the Mediterranean—there the broad Atlantic. Gibraltar being a fortress there are restrictions imposed on strangers, and no one is permitted to view the fortifications without a special pass. From the historical point of view the "Rock" is of intense interest, and its great siege will never be forgotten. The galleries already referred to are excavated in the solid rock, and the visitor may be shown the famous cavern known as St. George's Hall, in which a banquet was given in Nelson's honour.

The voyage across the Bay of Biscay has yet to be accomplished, and then the traveller's pleasant wanderings are practically at an end.

Australasia.

The traveller, instead of following the homeward route already described, may decide to visit Australia and New Zealand, and return to England *via* the Cape. The Australian States, of course, are of peculiar interest to the Anglo-Saxon, though their principal cities are so thoroughly British that they do not offer the novelty to the European that he finds in countries of older growth. Yet Australia itself is so vast in area that its natural features and products are of great variety. In the north the heat is intense, and another drawback are the droughts with which the country is from time to time afflicted. Yet Australia has, in its short history, made rapid progress, and its commercial relations with the mother country are of great importance. Some idea of the vastness of the territories embraced may be gathered from the fact that Australia is about twenty times as big as the United Kingdom, and only one-sixth smaller than the United States of America.

Brisbane, the capital of Queensland, takes its name

from the Governor of New South Wales at the time of its foundation. Here, of course, is the seat of the State Government and the official residence of the Governor. Apart from its agricultural interests, Queensland boasts of a considerable mining industry, though this is not so important as it was formerly. From Brisbane we may proceed to Sydney, the capital of New South Wales, famous for its grand harbour, fourteen miles in length, of which its people are justly proud. At Botany Bay, near Sydney is Captain Cook's first landing place in 1770, and here the British flag was first hoisted by that famous navigator. There are some magnificent public buildings in Sydney, and a general air of prosperity pervades the city. A memorial of Captain Cook has been placed in Hyde Park, while Alfred Park recalls the visit of the second of Queen Victoria's sons, who, it will be remembered, was shot at and wounded during his stay in New South Wales. There is, of course, a Mint at Sydney, in which sovereigns are coined, and the exports of New South Wales include gold and coal, as well as the products of the pastoral and agricultural industries. An excursion to the Blue Mountains by rail from Sydney gives the visitor an opportunity of seeing some really beautiful scenery. The railway offers many other opportunities of interesting trips from the capital.

From Sydney the traveller proceeds to Melbourne, the chief city of Victoria, which by rail is over 570 miles away. Here again there are handsome buildings and great commercial activity, Collins Street being a specially fine and bustling thoroughfare. Melbourne is well supplied with public parks, and its cricket ground is of course an indispensable feature. The interior of Victoria has many attractions, and those who have the time and the inclination may visit Ballarat and Bendigo, the famous gold-mining centres. The latter is remarkable for its deep-level mining, depths of nearly 4,000 feet having been reached, and at Ballarat one of the largest nuggets ever discovered was found, which weighed no less than 184 pounds. Among the Australian Alps on

the east coast of Victoria, rises the famous Murray river, which is navigable for 1,700 miles. Adelaide, the capital of South Australia, and Fremantle, the port of Western Australia, are also touched. Port Adelaide, which is the most important port of South Australia, is some miles distant from the capital. The extent of South Australia is enormous, and the overland telegraph across the continent from Adelaide to Port Darwin in the Northern Territory is nearly 2,000 miles long.

Tasmania, famed for its salubrious climate, lies 120 miles south of Victoria, across Bass's Straits. The two chief towns are Launceston, on the north coast, and Hobart (the capital) on the south. The climate is delightful, and the country has been strongly recommended to invalids who cannot face the rigours of an English winter. The products of Tasmania best known in England are its apples, which are shipped to this country in great quantities.

Those who have time to visit New Zealand will be amply repaid, for New Zealand is probably the most interesting country in these southern seas. The seasons are the opposite of ours, January being the hottest, and July the coldest month; the climate is fine, dry, and equable, closely resembling that of England, only there is no real winter. If opportunity allows, the best time for visiting New Zealand is between November and March, greater facilities being then afforded for excursions to the various health resorts. New Zealand has every variety of scenery—plains, valleys, forests, glaciers, rivers, and fine harbours—from the volcanic country and boiling lakes of the north island to the Alpine heights and mountain lakes of the south. One of the first places to visit is Rotorua, the centre of the hot lakes districts, with it unique surroundings. Rotorua is now largely used as a health resort, the healing waters of its hot springs being beneficial for many diseases; whilst, apart from the springs, the dry and bracing climate is especially suited to those suffering from throat and lung complaints. There are numerous interesting sights round about Rotorua, many of them awe-inspiring and

impressive in the extreme. A trip down the beautiful Wanganui River—the "Rhine" of New Zealand—will afford double pleasure to the readers of New Zealand history.

Wellington, the capital of the colony, has a fine harbour. Here are Government House and the House of Parliament. The New Zealand Parliament is remarkable for its social legislation, and an interesting feature of the House of Representatives is that it contains several Maori members. Wellington is the starting point for the trip to the South Island—the region of cold lakes, glaciers and mountain ranges. Here is seen the grandest scenery in New Zealand, and from the slopes of Mount Cook is to be obtained one of the finest Alpine views in the world. Sutherland Falls, near Milford Sound (1,904 feet), are the highest in the world. In the South Island, sheep-farming is steadily progressing, and enormous sheep and cattle runs are conducted here on a magnificent scale. New Zealand has few birds or wild animals, but yields abundance of fish, Little Stewart Island being almost wholly given up to fishing industries. The population in parts of the North Island consists largely of Maoris, who form a striking contrast to the aborigines of Australia. They are a well-made, medium-sized race, olive-brown in colour, tattooed, with black hair, and have keen commercial instincts.

A long straight run across the Indian Ocean from Australia brings the traveller to the Cape of Good Hope. Cape Town has the only harbour in British South Africa (with the exception of Durban) where the biggest liners can lie alongside the wharf, and it is, of course, an important commercial city. An abundance of facilities presents itself here to those who desire to see something of the interior of South Africa, and naturally the recent war renders many a district of absorbing interest to people who follow closely the events of that struggle. The progress made in this part of the world of late years has been very striking, and Johannesburg can now be reached from Cape Town in a couple of days. Yet as

recently as 1871 the total length of railway in existence was less than sixty-four miles. The distance to Kimberley is 647 miles, to Bloemfontein 750 miles, to Buluwayo 1,361 miles, and to Johannesburg 1,014 miles. In Cape Town itself there are many objects of great historic and natural interest. The Botanical Gardens are well worth a visit, not only for the great variety of semi-tropical foliage, but for the fine view obtained of Table Mountain. The relics in the museum include one of the old Post Office stones, bearing the date 1624, under which outward bound captains placed their letters to be carried home by ships returning. At Rondebosch, five miles out, is the residence of the late Mr. Cecil Rhodes, and in its grounds, which were bequeathed to the public by Mr. Rhodes, are a number of specimens of African animal life. A considerable tract of land extending for miles was enclosed by Mr. Rhodes with the idea of enlarging his collection of animals.

Many visitors to Cape Town make the ascent of Table Mountain which, though not a great feat from a mountaineering standpoint, well repays the climber for his trouble. This mountain, which rises sheer behind the town, is 3,582 feet in height, and has a front to the sea of two miles.

A feature of rather gruesome interest is Robben Island, about seven miles from Cape Town. The denizens of this island are principally lunatics, lepers and convicts, though several important native chieftains have from time to time been kept here in captivity.

The climate of the coast districts of the Cape Colony is characterised by damp and warmth, but is healthy enough, though not suitable for persons suffering from phthisis. In the Orange River Colony, however, there are districts—notably Bloemfontein and Harrisburg—which are famed for the dryness and general healthiness of their climate, and here sufferers from pulmonary affections derive great benefit.

The sights of South Africa are so numerous that it is impossible to describe them in a brief space. Apart from districts renowned for their natural beauty, there

are Johannesburg with its great gold-mining industry, and Kimberley with its famous diamond mines, as well as places rendered famous during the war. Among the latter, of course, is Mafeking, which is also a good starting-point for those wishing to penetrate the Kalahari desert. In this tract of territory game is very plentful, and it has been proposed that the Kalahari should be turned into a huge national reserve.

Resuming the voyage homewards, St. Helena, famous as the place of Napoleon's captivity and death, is reached after a run of 1,631 miles. Here, too, General Cronje and a large number of Boers were kept as prisoners of war. The celebrated Peak of Teneriffe, 12,192 feet in height, is the next land seen, and the traveller will soon have an opportunity of visiting some of the places of interest in the Canaries. Las Palmas, the capital of the Grand Canaries, with a population of 45,000, presents a scene of considerable activity, while from Santa Cruz in Teneriffe, excursions may be made to Laguna, with its beautiful forest of heather and laurels, and to the famous Valley of Orotava, declared by Humboldt to be one of the grandest landscapes in the world. As the Canary Islands are a free port, cigars and Florida water may be purchased at low prices, and delightful oranges are obtainable. Bananas are grown in the Islands and exported in enormous quantities. Funchal, in Madeira, is the last place touched at before England is reached. Maderia has long been famous as a health resort, and there are various indications of the presence of wealthy foreigners in the place. In order to see the town of Funchal, the railway, or a bullock carro should be taken and the return journey is best made in a running carro, a sort of sledge, guided by a running boy.

The remainder of the voyage is only a matter of days, soon the traveller will find himself back again in an English port.

SAFETY AND COMFORT.

SAFETY.

Submarine Signalling.

No small attention has of late been directed to submarine signalling, which is unquestionably destined to have a far-reaching influence upon navigation. The system patented by the Submarine Signalling Company of Boston has already been adopted by a number of the leading steamship companies of the world, and also by the United States naval authorities, and the following striking testimony as to its value was furnished by Captain Högemann of the *s.s. Kaiser Wilhelm II.*, on his arrival in Bremerhaven on February 27th, 1906:—

"When the steamer *Kaiser Wilhelm II.* entered the river Weser to-day, the submarine bell signals of the Outer Weser Lightship were heard with the starboard receiver, about one point to starboard, at a distance of about ten nautical miles. There was a dense fog, with a light S.W. wind, and a calm sea. The course was then altered one point to starboard, whereupon the bells were only heard with the port receiver, so that it was therefore to be concluded that *within* this change of our course, by one point, we had had the lightship right ahead—which, in fact, was subsequently found to be correct.

"The reliable ascertainment of the position, at a distance of about ten nautical miles, in the prevailing fog, is another striking demonstration of the exceeding importance of this invention for the safety of navigation."

The bell signals which enabled Captain Högemann to bring his ship on to Bremerhaven during a fog in the manner described above, are now part of the equipment of

a considerable number of lightships and stations on the East Coast of the United States and Canada; while several lightships off the coasts of England and Germany are also provided with the apparatus. The following is a complete list of the points at which the signals are to be found:—

UNITED STATES AND CANADA.

Anticosti Lightship.
Boston Lightship.
Brenton Reef Lightship.
Cape Elizabeth Lightship.
Chebucto Head Station.
Cornfield Point Lightship.
Egg Island Bell Buoy (Halifax, Nova Scotia).
Five Island Lightship.
Nantucket Shoals Lightship.
Outer Automatic Bell Buoy (Halifax, N.S.).
Overfalls Lightship.
Prince Shoals Lightship.
Point Allerton Station (Halifax, N.S.).
Pollock Rip Shoals Lightship.
Red Island Lightship.
Sambro Bell Buoy (Halifax, N.S.).
Sandy Hook Lightship.
Vineyard Sound Lightship.
White Island Lightship.

BRITISH AND GERMAN COASTS.

North Goodwin Lightship.
North West Lightship.
Elbe Lightship.
Kiel Lightship.
Weiser Lightship.

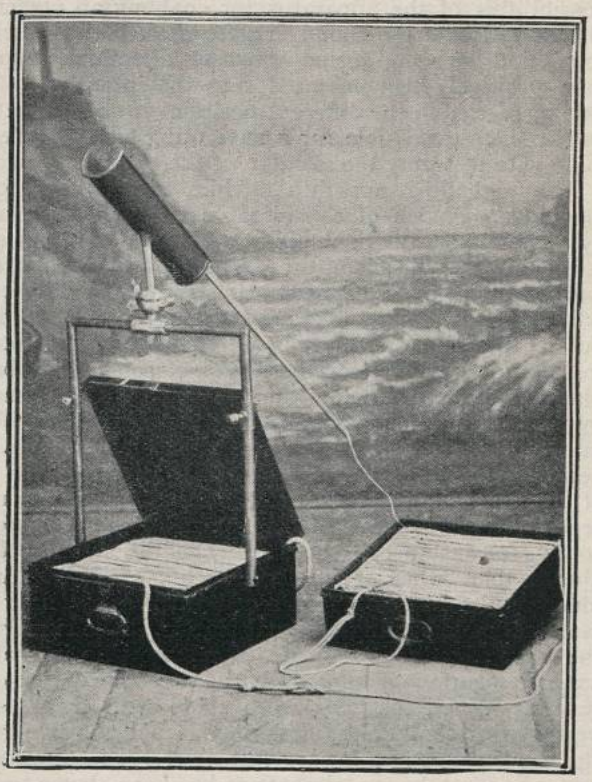
The decision of the Bureau of Equipment of the United States Navy to adopt the apparatus was arrived at after exhaustive and successful tests of its value had been carried out by the battleships *Alabama* and *Maine* during heavy fogs.

Practical tests of the system were also recently made by Trinity House, the Trinity yacht *Irene* being specially fitted with the receiving apparatus for the purpose, while signal bells were attached to the North Goodwin Lightship. These experiments, which were observed by Sir George Vyvyan, Deputy Master of Trinity House, Sir William White, and a number of distinguished naval officers and others, proved highly successful, the bells being heard at a distance of five miles. To gauge the possibilities of the apparatus for enabling an officer in charge to locate the sound in a fog the *Irene* was swung round and the sound tested in various directions. It was then positively demonstrated that the intensity of the "note" varied in the different positions to such an extent as to render it possible for a navigating officer to determine with certainty the location of the bell.

The signalling apparatus, while simple, is highly ingenious. A bell of considerable weight is suspended by a chain from the lightship at a distance of say twenty feet below the surface of the water, the "clapper" being worked by means of a pneumatic striking apparatus. In order that a ship may take advantage of the signals given out by the bell, she must be fitted with a transmitting installation for receiving the waves of sound, this being placed in the bows below the water line and connected by wires with a telephone fitted in the chart room. The intensity of the signals depends on three things, the depth of the transmitters below the water line, the size of the ship's hull, and the position of the transmitters in regard to the source of the sound. The volume of sound, for instance, is greater when the signal bell is abeam than when it is dead ahead, and accordingly ideal results have been obtained when a big liner has been actually passing a signal station. The signals are the more effective in the case of a large ship in that an extensive surface is offered for the collection of the sound waves. When the tests were made with the *Irene*, a vessel with shallow draught, it was not possible to fit the transmitters at a lower depth than five feet below the water line, yet the experiments as has been shown proved

to be of a most satisfactory character. That the system has already given highly valuable results in practical operation is beyond controversy, and authorities well qualified to express an opinion on the subject, believe that its future possibilities are as yet by no means fully appreciated.

The Shermuly Ships' Rocket and Life Saving Apparatus.

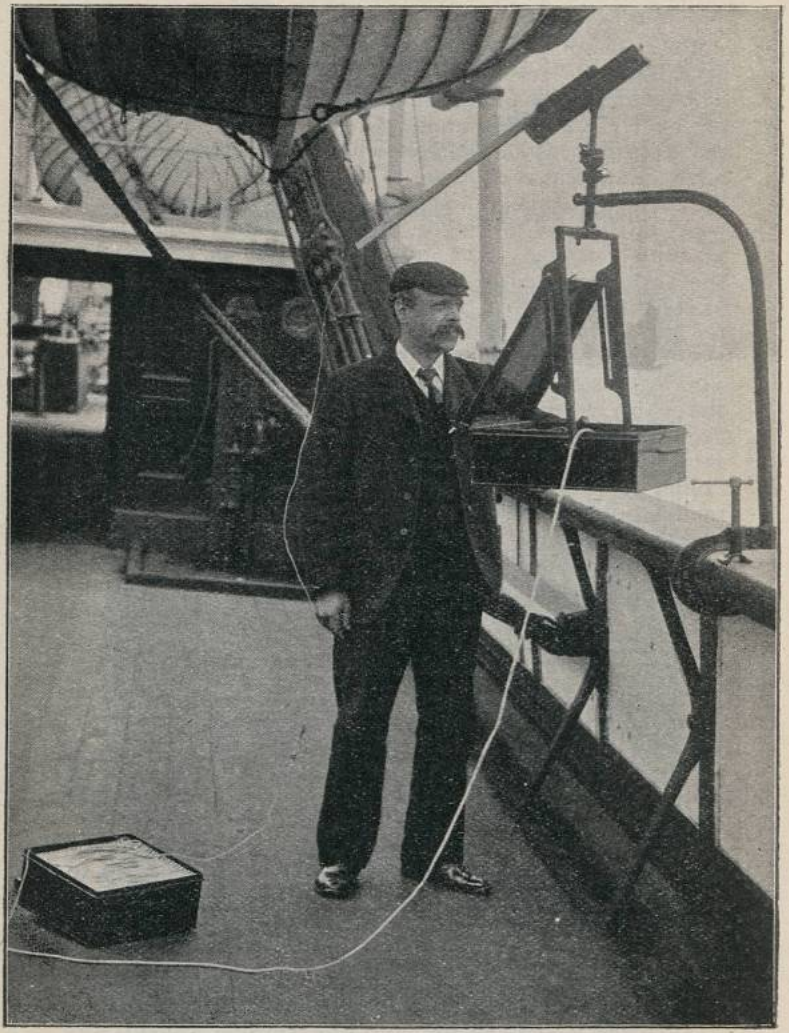


The advantages claimed by the inventor for this apparatus are its extreme simplicity and portability. The defects of the ordinary rocket apparatus were pointed out by H. T. A. Bosanquet, Lieut. R.N., in a letter to the *Times*, of which the following is an extract:—"To have an apparatus on shore to be fired, almost always in the teeth of a gale, at a ship, which is at best of times a poor target and at night almost indistinguishable, is absolutely wrong. The apparatus should be carried by the ship and fired to leeward at the shore, a mark not easily missed, with a gale behind the rocket to speed it on its flight." The apparatus has been exhaustively tested under all conditions of weather. On one occasion nine successful shots were fired in a gale of wind from the cable steamer *Dacia* off Tarifa lighthouse. The Admiralty also tested it at Portsmouth in 1905, and as a result ordered H.M. Steamer *Petroleum*, and the chartered collier *Torridge*, to be supplied with a complete apparatus and a quantity of spare lines and rockets for use in making communication between the battleship and collier for coaling, or oiling at sea. It was also tried on board the U.S. Flagship *Olympia*, off Gravesend, in October 1904, the following being a copy of testimonial to Mr. Schermuly:—

"The Schermuly Rocket Apparatus was fired from the after deck of this vessel to-day with wind slightly quartering to the line of flight of the rocket. The rocket laid out some 204 yards of light Italian hemp line said to be of the strength of 460 lbs. as its breaking strain. The apparatus is very portable and easily clamped in its firing position, whilst the training and elevating arrangements are complete. It would undoubtedly be very serviceable in throwing a hauling line from one ship to another when the weather was too rough to lower a boat."
—(Signed) C. N. Fahs, Lieutenant-Commander U.S.N.

Two complete sets of the apparatus with extra lines and rockets were supplied last year to the Lifeboat and Life-Saving Association of British Columbia.

Messrs. C. T. Brock and Co., Sutton, Surrey, are Mr. Schermuly's Agents, to whom all enquiries should be



THE SHERMULY ROCKET AND LIFE SAVING APPARATUS FOR USE AT SEA.

addressed. Shipowners are invited to ask for a practical demonstration of this apparatus.

Water-Tight Bulkhead Doors.

The Stone-Lloyd system for closing the doors to the openings in water-tight bulkheads continues to hold the field as one of the most important inventions for securing the safety of great passenger steamers. With ever-increasing size, and power and strength of construction, a first-class passenger steamer has gradually become superior to the elements. While the commander is tied to the bridge by stress of weather, the passengers rest snugly in their cabins in full confidence of the good ship's ability to do something more than hold her own in the stirring contest. It is proverbial that a man is safer on board ship than in the London streets. But now and again, happily at long intervals, a terrible catastrophe startles the world, and people shake their heads and say that safety at sea is still unattained. It is not a pleasing occupation to recall events of the kind, but it would be almost impossible to explain the system under consideration otherwise than by showing how it would have prevented disaster in one or two well known cases.

Among the wrecks of recent years which remain vividly impressed on the public memory, that of the battleship *Victoria* was, perhaps, the most dramatic. Within a few minutes this noble warship, in broad daylight, and, so to say, surrounded by her fellows, foundered with her commander and the greater number of her crew. Her side, opened by the *Camperdown's* ram, she filled, and sank in a few minutes; nothing could be done to save her. Now, as presumably every newspaper reader is aware, all ships are divided into so-called water-tight compartments by bulkheads, *i.e.*, a number of stout iron or steel divisions break up the interior of the hull into separate compartments of such size that the flooding of any two would still leave the ship sufficient buoyancy for safety. And this being so, it will be understood that the "simple" effect of an accident such as the ramming of the *Victoria* by the *Camper-*

down would be to open and flood one, or at most (supposing the blow to have been delivered at a point where a bulkhead was situated), two compartments. Unhappily, something further happened. For the purpose of working the ship, it is necessary for members of the crew to pass from one compartment to another. Apart from other considerations it would be out of the question for engineers, firemen, etc., to climb up out of one compartment, pass over the bulkhead, and then descend into the next compartment, each time they had to attend to something a short distance from where they chanced to be. Accordingly, openings have to be pierced in the bulkheads, and, to make the bulkhead intact again in case of emergency, a door of a special kind, hermetically sealing it when closed, is fitted to each opening. When the *Camperdown* struck the *Victoria*, many of the latter's bulkhead doors were open, and there was no time to close them. The Admiralty Minute on the loss of H.M. Battleship *Victoria* stated that had all openings been closed at the time of collision "*the ship would have remained afloat, and under control, and able to make port under her own steam.*"

The second case, the loss of *La Bourgoyne*, which sank with fatal rapidity after collision with a sailing ship, is selected because in the consternation caused in France by the great loss of life which attended the wreck, the question of the strong and weak points of modern liners was much debated. A correspondent writing to *Le Temps* recalled what had happened on the occasion of the loss of the *Ville-du-Harve* in similar circumstances. A commission of experts consisting of distinguished naval officers and others, was appointed to investigate the subject of collisions, and to make suggestions for their prevention. They reported that there was absolutely nothing to be done and that the safety of a ship as regards collisions must ever depend on the *coup d'œil* of the officer in command. The correspondent in question asked how this could apply to the case of *La Bourgoyne*, which happened at night in a fog, and gave it as his opinion that we ought to seek greater security in

improved construction. His concluding observation showed how near even an acute critic can approach a solution without perceiving it. He wrote "water-tight bulkheads, of which so much has been said, do not appear to have accomplished what was expected of them." Water-tight bulkheads were not failing to do what was expected of them, but a bulkhead with an opening is nothing more than a bulkhead non-existing, unless the opening be protected by a door reliable in all emergencies.

The non-technical reader will perhaps be surprised that a question of such vital importance should have remained so long unsolved. As a fact something had been done towards that end, thanks in a measure to the much mis-represented Marine Department of the Board of Trade, aided of course by engineering inventive talent. But a careful investigation of the many systems shows that however much they accomplished, they still left something to be desired. It must be remembered that, calculated in unemotional figures, the risk is not great, disasters such as have been instanced occurring only at long intervals, so that there was no very pressing stimulus to inventive genius. These disasters might in fact be compared to the rare serious accidents which occur on our great and admirably managed railways, and which the public accept as uncomfortable but inevitable reminders of human imperfection. Thus all things considered, the rate of progress towards a complete solution of the difficulty has not been surprisingly tardy.

It would be superfluous as well as practically impossible to describe here the various systems for closing the openings in water-tight bulkheads now in use, exclusive of the Stone-Lloyd system. It is merely necessary to enumerate the essential requirements in one or more of which they failed. These are :—

1. The power to close all the doors simultaneously (in a few seconds) from the navigation bridge, or other part of the ship as may be deemed advisable.

2. An automatic indicator enabling the officer in charge to see at a glance which doors are open and which closed.

3. The automatic closing of the door or doors in any compartment which might become flooded.

4. The doors to descend gradually and not by guillotine action so as to render impossible the maiming of any member of the crew from the unexpected closing of a door.

5. The power operating the doors to be virtually irresistible, so as to ensure the door cutting its way through any coal by chance obstructing its descent.

6. The doors to be equally under the control of the crew working below, so that should any of them be shut in a compartment they could open the door and let themselves out, it being, however, at the same time impossible for them to leave the door to remain open.

As regards requirements Nos. 1, 2, 3, and 5, nothing need be said, they are glaringly essential. Nos. 4 and 6, however, call for a word of explanation. In systems where the door closes by its own weight (increased considerably so as to enable it to cut through coal or other obstruction), the crew have a natural dread of passing through the openings, and protect themselves from the ugly contingency involved, by fixing the door up with a metal wedge or piece of timber, and so when the time comes for prompt action the door cannot be got to stir. Similarly men who know that whatever may be the advantage to others on board, they themselves will be shut in and left to their fate, are also tempted to protect themselves by preventing the doors from being closed upon them. The points set forth in paragraphs 4 and 6 remove all inducements for the crew to tamper with the doors.

Given water-tight bulkheads fitted with doors which fulfil these requirements, and the compartments themselves may, without exaggeration, be described as water-tight, and relied upon to play their part efficiently in an emergency.

Without delaying to discuss whether the foregoing requirements suggest many or few serious mechanical difficulties, it will doubtless interest the reader to learn that the key to the solution of them all was the adoption of hydraulic power for supplying the necessary force for

operating the doors. Hydraulic power, unlike steam or mechanical appliance worked by hand, may be described as both docile and irresistible. The writer has seen a door on the *Caronia*, though closing with a gentleness as if the force being exerted were only just sufficient to enable it to move, crash through blocks of coal which had been placed in the way, without, so to say, deigning to notice the obstruction.

To obtain a clear idea of the working of the Stone-Lloyd system, let us suppose an actual case of emergency. The officer in charge of the bridge sees looming up out of the fog, close on his quarter, the outline of an approaching vessel. He waits to issue no order, but at the instant moves a lever, knowing that in thirty seconds every bulkhead door in the ship below the water line will be closed. That this is the case is "reported" to him by the indicator upon which each individual door is represented by a red electric lamp which lights and remains glowing as soon as and while the door is closed. And the crew below? The act of moving the lever by the officer on the bridge simultaneously with setting the doors in movement, sets powerful electric gongs ringing in the engine room, coal bunkers, and other parts below the water-line, warning the crew of what is happening. And if by chance any of the men should be shut in a compartment, all they have to do is to raise the handle of a lever by the side of the door, and the door will ascend, allow him to pass, and descend again directly he lets go of the lever. The door cannot be left open when the officer on the bridge has moved his lever to "closed." As was pointed out by a visitor on the occasion of the inspection on board the *Caronia*, the great merit of the system lies not so much in the prompt simultaneous closing of the doors in an emergency, as in the fact that there is no need to await an emergency. Seeing that any member of the crew can raise any door and pass through the opening without difficulty, a careful commander would not wait for a serious reason before securing his water-tight compartments. The mere presence of a fog, for instance, would be sufficient, and

not the most lightning-like mishap would catch him unawares. Also the operation being so simple and fraught with no risk, closing the bulkhead door may become, as indeed it is on nearly all the ships in which the Stone-Lloyd system is installed, a matter for daily rehearsal.

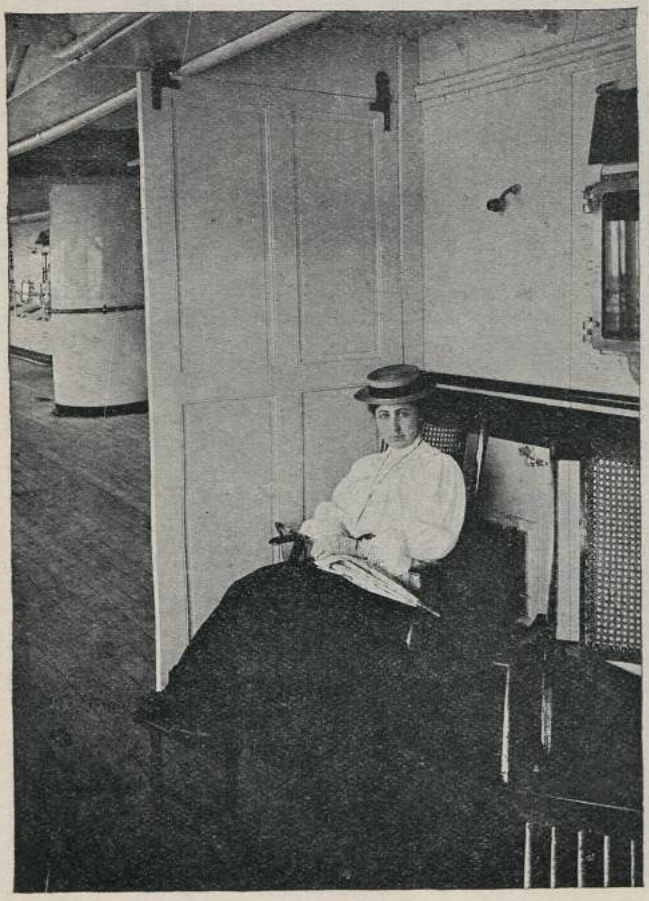
The latest vessels of note to be fitted with the system are the Norddeutscher Lloyd s.s. *Prinzessin Cecilie* and the Cunard s.s. *Lusitania* and *Mauretania*.

COMFORT.

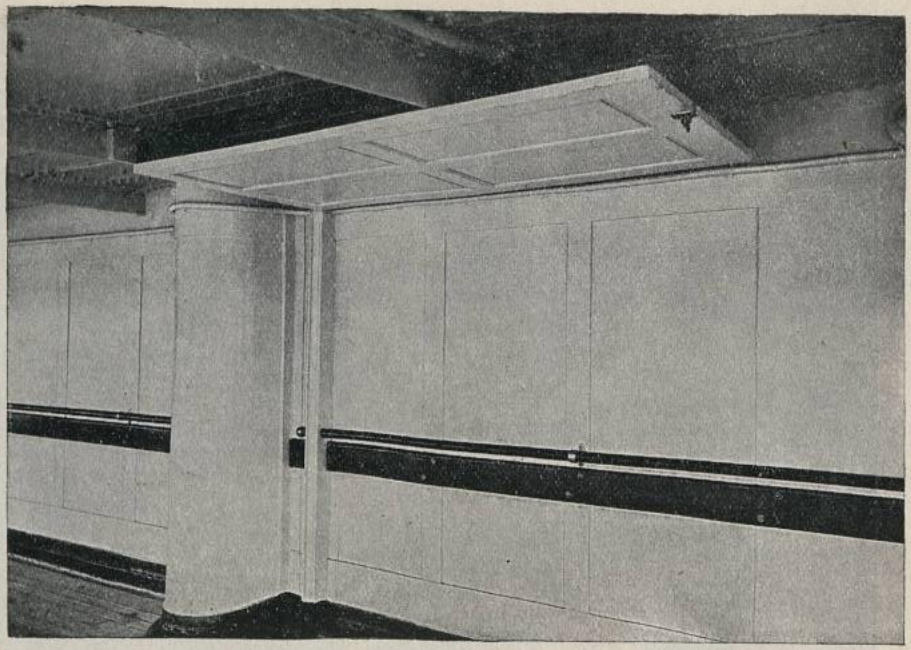
The accompanying pictures give a general notion of a novel application of screens for use on the decks of passenger steamers, which has been patented by Director von Helmolt of the Norddeutscher Lloyd. Screens of this description have been fitted on board the Norddeutscher Lloyd's famous transatlantic s.s. *Kaiser Wilhelm II.* and *Kronprinz Wilhelm*, and have proved a signal success, the protection from the strong rush of the wind adding considerably to the passengers' comfort, especially in the case of delicate persons and bad sailors. The specification points out, that although the deck houses are not usually constructed in a straight line and thus provide shelter here and there, these are not sufficiently numerous to supply the demand for seats protected from the wind. By means of these screens it is possible to provide a sufficient number of such seats, the screens being made with fixed or movable windows, and provided with shelves and any other convenience likely to add to the comfort of passengers. The invention is so simple that its importance may easily be overlooked. But from the reports of passengers who have enjoyed the protection of the screens during the passage across the North Atlantic, it would seem that the enhanced comfort they afford makes their universal adoption inevitable.

In the matter of provision for passengers' comfort as represented by the placing and fitting up of staterooms, a regular advance continues to be made. It could not well be otherwise. Each new "conspicuous" liner has to make its bid for popular support, and among the

THE "COMFORT" DECK WIND SHELTER.



VIEW SHOWING SHELTER IN POSITION.



VIEW SHOWING WIND SHELTER STOWED AWAY.

various attractions it can hold out, a good stateroom is not the least powerful. The enormous dimensions of intermediate steamers such as the *Adriatic* and the *Carmania* permit a liberal allocation of space formerly unthought of, and not only are fewer passengers berthed together, but they enjoy more room and much superior appointments than did double their numbers but a few years ago. Rooms for a single passenger are also becoming more universal. As the two steamers named belong respectively to the White Star Line and the Cunard Line, it is only fair to another line—viz., the Norddeutscher Lloyd—to state that it was among the first, if not itself actually the first, to provide rooms for a single passenger both in the fast New York steamers and its steamers to Australia and to China and Japan. For many years, too, it has restricted to two the number of passengers berthed in the same room (unless in the case of the members of a family who wished to be berthed together), though the rooms provided accommodation for four.

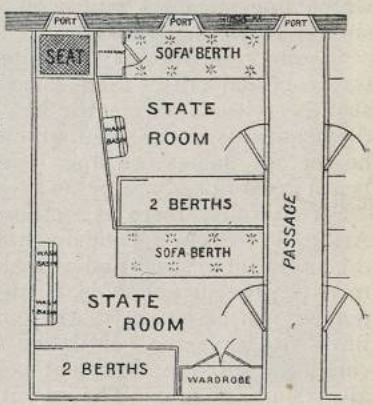
In the South American trade the Royal Mail Company have introduced a much higher standard in the *Aragon*, which fine steamers will soon be followed by another similar vessel the *Amazon*.

In minor details, the provision of a chest of drawers, wardrobe and writing table, is no longer exceptional, while such luxuries as an electric heater, under the control of the occupants of the room, an electric fan, and an electric heater for ladies' curling tongs, if not universal on board great liners, are by no means uncommon.

Structurally, there is nothing new to record. Mr. Arthur W. Bibby's Tandem State Room continues to be the most interesting and valuable innovation. And the merit of the invention is, if anything, increased by the tendency of designers, in the case of some of the larger liners, to leave the ventilation of inside rooms to take care of itself, the argument being that at sea there is always air enough. The invention has been adopted by many of the leading lines including the P. and O.; Orient; Pacific Steam; Shaw, Savill and Albion; Allan; City; Ellermann, etc.

In the inventor's own words, the Tandem State Room makes "the inner cabin, which had previously been avoided by passengers, and, as a rule, let at a lower price, the favourite one; seeing the very large floor area, and that it is removed from the disadvantage arising from contact with the heated outside of the ship." The plan shows that the inventor's contention as to floor area and removal from the heated surface of the skin of the ship is indisputable, yet one can imagine an inexperienced passenger not altogether liking the configuration of the inner room. It seems to lack cosiness. It has something the air of a room and a passage. As a fact, however, the plan does not do the invention justice. The inner room is altogether better than it looks according to the plan, and has more advantages than those claimed for it by the inventor. These additional advantages are, it is true, strictly speaking, outside the invention, but that is merely saying that the invention offers valuable opportunities in the construction of many of the rooms.

This augmentation of the merits of the invention is due to the fact that the port is of quite unusual dimensions, and that the two sides of the narrower part of the room are an undisturbed expanse of brilliant white enamel, rendering this portion of the room signally cosy and cheerful. Thus, too, the retired portion of the room is perfectly ventilated and perfectly lighted, while an effective and somewhat highly finished louvre screen or shutter, to slide over the port, gives complete control of the sun's rays. Of course, these adjuncts to the invention may not be so carefully carried out in



MAIN ALLEYWAY

the case of all steamers in which it may be fitted. The foregoing remarks represent the impression made upon the writer after seeing a Tandem State Room, as fitted in the Bibby liner, *Warwickshire*.

During the past year the patent has continued to gain favour, and may now be said to have been adopted in nearly every first-class steamer sailing for tropical climates.

FOR THE PASSENGER.

When to Travel.

So far as ocean travel alone is concerned, no time of year is nowadays the wrong season. Large powerfully engined steamers have robbed the Bay of Biscay and other seas of winter ill repute of their old terrors. Ten thousand tons and over, with ample horse power, can afford to pay scant attention to any but the most violent outbursts of marine temper, and even to acknowledge these by no greater respect then a slight slowing down, while dainty ménus, generous supplies of ice, electric fans, and punkahs, enable passengers to meet the sun's excessive geniality with composure. But a sea voyage, pure and simple, is very much the exception. The most headlong, round the world tourist has the North American continent to traverse, and in the great majority of cases there are several ports at which stays have to be made, to say nothing of more or less serious excursions into interiors. For this reason the following brief notes on the seasons in the different parts of the globe may be useful.

Seasons.

Canada. The summer months are delightfully warm and the winter ones delightfully cold. Both seasons are enjoyable to the traveller, each possessing advantages and attractions of its own. The thermometer ranges higher in summer and much lower in winter than in this country, but sunshine and a dry atmosphere render the winter more bearable than ours. The best months for

tourists are May and June, and August, September and October.

United States. The Northern States have a climate somewhat similar to that of Canada, with wonderful spring and autumn weather in parts. The "heat waves" occurring in July and August are trying. The Southern States have much the same temperature as the Mediterranean, and are charming in winter.

Mexico and Central America.* The climate of Mexico ranges from that of the Southern States, with corresponding characteristics, to that of the tropics which varies but little. The climate of individual cities and districts, however, depends frequently on local conditions, mostly altitude.

West Indies. The best months are from October to March.

South America. The Northern and Brazilian ports are tropical. Montevideo and the River Plate and Chili possess the same climatic conditions as the South States of North America.

Japan. In summer it is rather hotter than in England, and in winter in parts colder. April and May are the beautiful months of flowers and blossoms.

China. October to April are the best months.

Singapore. Tropical, but not unhealthy.

India. Best months from November to February.

Ceylon. Best months from January to March.

New Zealand. The North Island is perfect throughout the year. October to March are the best months in the Middle Island.

Tasmania. A perfect health resort all the year round. Summer months, *i.e.*, October to April, the favourite ones.

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* Now that Elders and Fyffe's line of steamers from Manchester to Port Limon, Costa Rica, has made the journey to Central America a pleasant "holiday afloat," it is worth while to call attention to the fact that there are districts in Costa Rica where the climate approaches perfection, and that the country offers ample sight-seeing to the tourist.

Australia. Agreeable throughout the year. Spring months (September, October and November), and Autumn months (March, April and May) are the most delightful.

South Africa. The seasons are the same as in Australia.

Season to Travel.

The season in a climatic sense, in most cases makes, as will be easily understood, the season in the fashionable sense. Thus generally the best time to travel is also the time of crowded steamers, when to secure a berth—certainly to secure a choice of berths—it is necessary to book one's passage well in advance of the sailing date. But only on the North Atlantic is there a difference in fares.

To New York and Canada the season of highest rates is during August, September and October.

From New York and Canada—May, June, and first half of July.

Some Lines make intermediate seasons, with corresponding rates, of the months between the above and what are regarded as the actual winter months.

To the Far East and Australia the season is during September, October and November.

From the Far East and Australia during March, April and May.

Here, too, the nearness or distance from the season limits influences the demand for passages and the advisability of early booking.

Booking a Passage.

Having approximately fixed the date of your sailing, the next question is "by which Line to travel." For this the particulars given in the body of this guide as to the rates charged and of the individual steamers running in the various services will afford almost all the necessary preliminary information. Final details must be settled with the steamship company or its agent, with whom you may find it more convenient to deal. The Guide will direct you to a Liner whose rates suit your pocket or a

steamer whose size and speed are to your liking, but you —or a good agent for you—must see that you get the best value obtainable for your money; in other words, the berth most in accordance with your idea of comfort among those remaining unlet at the time of your application. Some will jump at a berth right over the propeller provided they have the entire room to themselves, others will pack into the darkest inside room so long as it is well amidships. The general conditions on board passenger steamers are nowadays universally good; compared with the not distant past, they are wonderfully so. It is the studied and surprising luxury of some Lines which, as it were, sometimes throws what is quite satisfactory out of its rightful position.

As regards the actual transaction, the first step is to secure a berth by a deposit of part of the passage money, the balance falling due, not just before sailing, but sufficiently in advance of that date to allow a fair chance of the berth—should you wish to surrender it or have it made available for another steamer—being sold to someone else. The extent of this margin varies, as does also the rigour with which the condition is enforced exacting the forfeiture of the deposit money in the event of the ticket being surrendered. Out of the season, when steamers are not full, it comes to much the same thing whether a passenger travels in the one for which he originally booked or a subsequent one. But in the height of a season, when every berth can be sold, for a passenger to back out at the last minute might mean a dead loss of the value of his berth to the steamship company. Accordingly, the latter sees to it that the full amount is paid in good time. On the other hand, when there is a demand for berths, the company can easily relieve a passenger not wishing to sail by selling his berth to some one else if given anything that may reasonably be described as notice.

Through Bookings.

Arrangements for booking passengers through to any point are so universal, and have been so perfected that,

practically speaking, most Lines would book a passenger through to almost any place in either hemisphere. In cases where a steamship company is not in a position to issue the actual ticket of another company comprised in the projected tour, the usual mode of procedure is for this first company to give the passenger an order on its agent or correspondent at the point where the passenger will leave its system, and in exchange for this order the agent will make all the arrangements for the continuation of the journey.

Children.

Children are usually charged for according to age. As a rule, one infant under three is carried free, children under twelve years are charged half fare.

Servants.

Servants are charged according as they are European or "native."

Baggage.

Baggage for a steamer is classified "Cabin," "Baggage Room," or "Wanted on the Voyage," "Hold," or "Not Wanted on the Voyage," and labels and tags bearing these words are supplied by the steamship companies. Cabin and Hold labels possess a definite and unmistakeable meaning. Baggage Room and Wanted on the Voyage, on the other hand, are words of varying import. They may mean that, circumstances permitting, trunks so marked will be hoisted from the hold at stated intervals; or that, where a regular baggage room is provided, it will be opened between certain hours on certain days, or, as in the case of a few Lines, trunks in the baggage room are practically accessible at all times. Information on this point can be obtained at the time of booking.

Trunks and packages for the Hold and Baggage Room should have the name and destination of the owner distinctly painted upon them. Labels are liable to come off through handling on shipboard. Trunks or packages for takiug into state-rooms should not be more than fourteen inches in height, in order to permit of their being placed under the berth or couch.

With the exception of the North Atlantic Lines, steamship companies request that all heavy baggage should be sent in advance and furnish special labels for addressing such pieces of baggage to their care at the docks.

Insurance of Baggage.

The steamship companies will insure passenger's baggage for a small premium, otherwise it is carried at owner's risk.

Clothing.

Elaborate recommendations under this head are nowadays somewhat superfluous. A very competent authority confines himself to the following brief remarks:—

"It is unwise to take a large quantity of clothing. A sufficiency of woollen underwear to last the voyage and a warm wrap for the deck are necessary. A macintosh is very useful, as also is a pair of light boots with double soles, the inner of leather and the outer of rubber. But the usual practice of taking out almost as much clothing of all sorts as the passenger can buy or can find room for is quite a mistake."

Transhipment.

When a passenger has to tranship into another vessel of the same or of another Line, he has usually to bear the cost of his stay ashore while awaiting the second steamer.

Quarantine.

In the event of a steamer being detained by quarantine, an extra charge (usually ten shillings a day for first class passengers) is made for passengers' maintenance during such delay.

Passengers falling Ill.

The steamship companies reserve the right to put any passenger ashore at the first port, on the certificate of the doctor that such passenger is suffering from a contagious or infectious disease or has become insane. The passenger has to bear the whole of his expenses on shore, the company merely undertaking to convey him to his original destination as soon as he has recovered.

WHY
The Cunard
and the great
German Steamship Companies
are rendering their vessels
Practically Unsinkable.

(COPY.)

BREMEN,
30th November, 1906.

Messrs. J. Stone & Co., Ltd.,
Deptford, London, S.E.

Dear Sirs,

In reply to your enquiry, we have pleasure in informing you that nearly the whole of our Passenger Steamers are now fitted with the **"STONE-LLOYD" SYSTEM OF SAFETY WATERTIGHT DOORS,** and the fact that they are thereby rendered **PRACTICALLY UNSINKABLE** is no doubt one of the principal reasons why large numbers of passengers prefer to travel by our vessels, rather than by those of other lines.

We find that the increased revenue thereby obtained is sufficient to pay over and over again for the small expense incurred in fitting the System to our Steamers.

Yours faithfully,

(Signed) **NORDDEUTSCHER LLOYD,**
Wiegand.

THE "STONE-LLOYD" SYSTEM OF SAFETY WATERTIGHT DOORS . . .

is being generally adopted, and is fitted to such vessels as—

"Mauretania"	Cunard Co.'s New Turbine Express Leviathan.
"Lusitania"	,, ,, ,,
"Caronia"	Cunard Co.'s Atlantic Liner.
"Carmania" ...	Cunard Co.'s Atlantic Turbine Liner.
"Dufferin"	Royal Indian Marine Troopship.
"Northbrook"	,, ,,
"Kaiser Wilhelm II." ...	Atlantic Liner.
"Deutschland"	,,
"La Provence"	,,
"Kronprinz Wilhelm" ...	,,
"Bremen"	Australian Liner.
"Barbarossa"	,,
"Fr.edrich der Grosse" ...	,,
"Amerika"	Atlantic Liner.
"Kronprinzessin Cecilie" ...	,,
"Washington"	,,
"Prinz Ludwig"	Far East Service.
"Kaiserin AugusteVictoria"	Atlantic Liner.
"Konigin Luise"	Australian Liner.
"Neckar"	Atlantic Liner.
"Roon"	China and Japan Liner.
"Zieten"	Australian Liner.
"Seidlitz"	China and Japan Liner.
"Scharnhorst"	Australian Liner.
"Prinz Eitel Friedrich" ...	To East Asia.
"Cap Ortegal"	River Plate Service.
"Cap Blanco"	,, ,,
"Cap Vilano"	South American Liner.
"Bulow"	Australian Liner.
"Goben"	,,
"York"	,,
"Gneisenau"	,,
"Schleswig"	South American Liner.
"Seeadler"	Tender to N.D.L. Steamers.
"Onward"	S.E.&C.R.Co.'s Cross-Channel Turbine Steamer.
"Invicta"	,, ,, ,,
"Empress"	,, ,, ,,
"Victoria"	,, ,, ,,
"Investigator"	Indian Marine Vessel.
"Scotia"	Irish Cross-Channel Steamer.
"Slieve More"	,, ,,
"Slieve Bawn"	,, ,,
"Marylebone"	Great Central Rly. Co.'s North Sea Steamer.
"Immingham"	,, ,, ,,

FOR PARTICULARS APPLY TO Etc., etc.

J. STONE & CO., LTD., Deptford, LONDON, S.E.

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