

Witherill Collection

Mystic Seaport

A sampling of exhibit items

Michelle I. Turner

1. TITANIC

Ticket to TITANIC launch at Belfast May 31, 1911

2020.39.7208 An admission ticket to the May 31, 1911 launch of the RMS TITANIC at Belfast in Northern Ireland. The ship was constructed by Harland & Wolff at their Belfast shipyard starting in 1909. Over 100,000 people witnessed the launch in the spring of 1911. At the time of its launch, TITANIC was the largest man-made object ever to be moved.

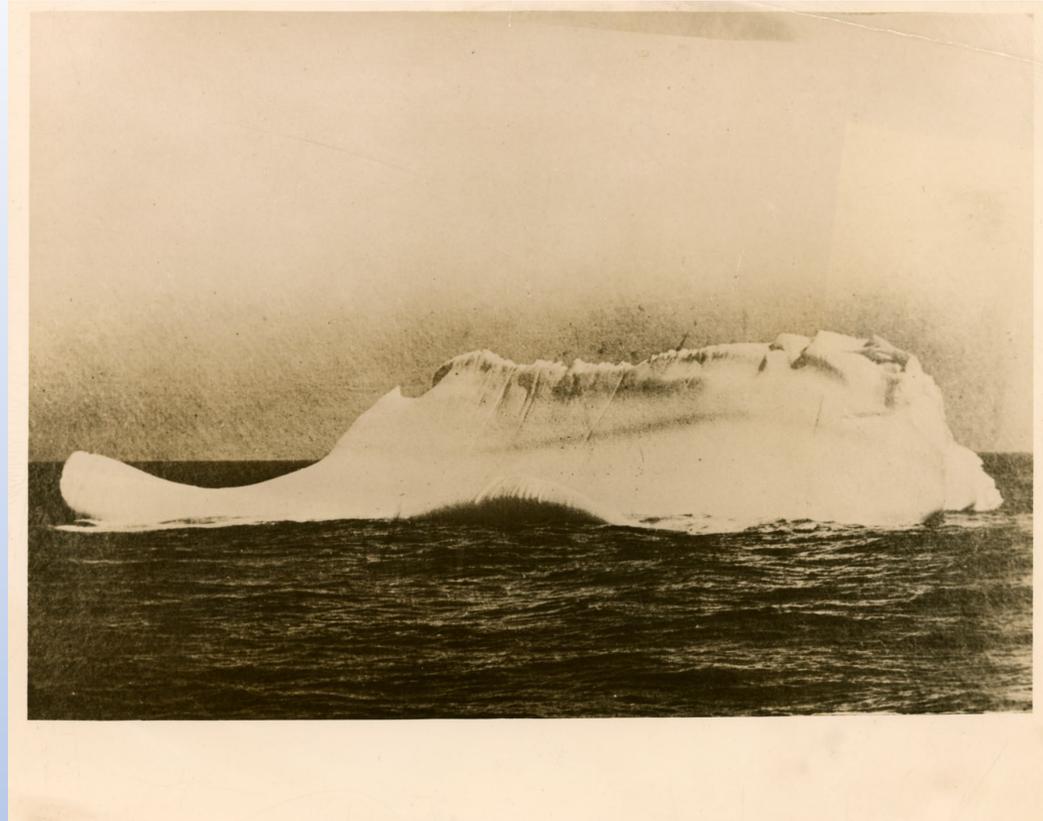


“The iceberg which sank the TITANIC”

2020.39.7279.1 A photograph allegedly of the iceberg that sank the TITANIC, accompanied by a note explaining how it came into the possession of Coast Guard Admiral Ed H. Smith. This photograph was taken by Captain DeCarteret of the MINIA, a Western Union cable ship which was one of several vessels sent out to recover human remains.

The MINIA arrived on the scene on April 26, eleven days after the sinking. Captain Carteret indicated that this was the only iceberg he saw in the vicinity of where the ship sank. There is another known photograph of the iceberg, taken the day after the TITANIC's sinking. A steward on a passing ship, the PRINZ ADELBERT, had not yet heard about the TITANIC but noticed a streak of red paint at the base of the iceberg. That iceberg and this one do not look identical, but icebergs are constantly changing and this may be the same iceberg several days later.

The note accompanying our photograph contains several factual errors, as Captain Decarteret was captain of the MINIA rather than the MACKAY-BENNETT, and the MINIA recovered only a small number of bodies.



The iceberg which sank the luxury liner TITANIC on her maiden voyage, causing the greatest sea tragedy in maritime history, and precipitating a great humanitarian sea service---The International Ice Patrol.

Note: This photograph is authentic, having been presented to Rear Admiral Ed. H. Smith, USCG, by Captain DeCarteret of the Western Union Cable Ship MACKAY BENNETT which arrived at the disaster scene to find hundreds of floating bodies and this grim foe.

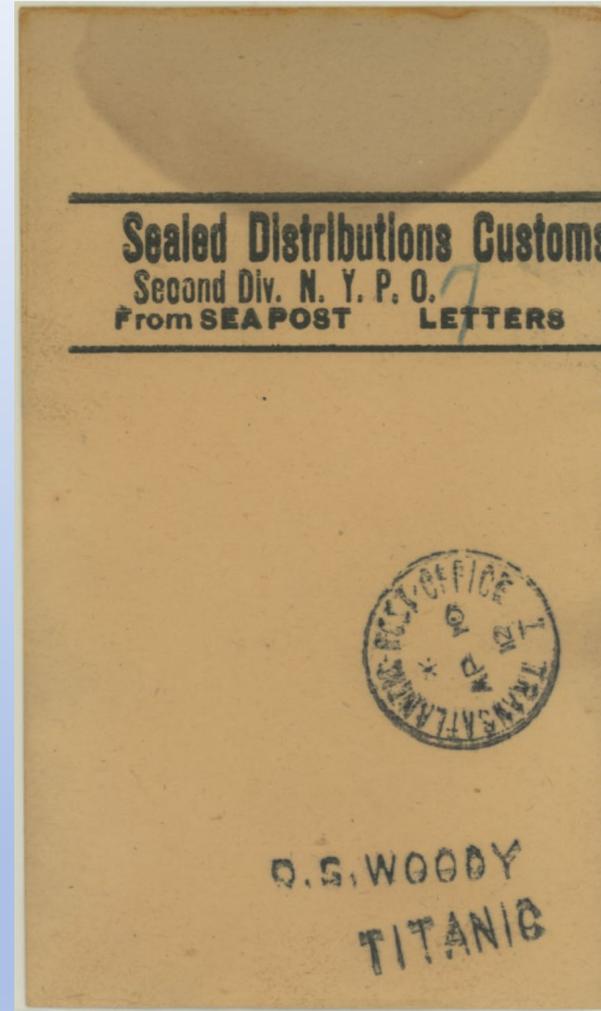
---USCG:MAR'50---

TITANIC postal facing slip

2020.39.7334 A facing slip recovered from the body of Oscar S. Woody, a postal clerk aboard the R.M.S. TITANIC who died in the disaster. The R.M.S. stands for Royal Mail Ship, and this ship was charged with delivering transatlantic mail. There were seven postal clerks aboard, and there were 3,364 mail bags, each containing 2,000 or more pieces of mail. American postal clerk Oscar Woody was celebrating his 41st birthday when the TITANIC hit the iceberg. He and the other postal clerks worked frantically to move bags of mail to upper decks, wading in waist-deep water the last time they were seen alive.

These facing slips were attached to bundles of mail to indicate their destination, and each was stamped with the name of the postal clerk who had sorted them. It appears that, as Woody realized the ship was sinking, he collected as many of his facing slips as he could, in hopes of accounting for the mail that was lost. All of the postal clerks died.

Woody's body was found by the ship sent out to recover remains, the MACKAY-BENNETT. He was buried at sea and his personal effects, including the facing slips, were bagged up and given to his widow. This slip is also stamped with the name of the ship and a "Transatlantic Post Office" postmark dated April 10, 1912, the date of departure from Southampton. It is labeled "Sealed Distributions Customs/Second Div. N.Y.P.O." and a 7 is handwritten on it.



TITANIC lifeboat postcard

2020.39.7444

Postcard of a lifeboat, captioned "Titanic" lifeboat under sail/ J.W. Barker, Copyright. CARPATHIA's Assistant Storekeeper James W. Barker took a number of photographs of the lifeboats from the CARPATHIA during the rescue.

This is Lifeboat 14, commanded by Fifth Officer Harold Lowe who is at the tiller. He was the only crew member to use the mast and sail that were in each boat. Lowe met up with several other boats and transferred passengers out of his boat to clear it to go back for survivors in the water. Lowe's boat was one of only two boats to go back, but by that time most people in the water had died and only four survivors were found (one of whom later died). Lowe later met up with Collapsible A, which was slowly sinking because the sides had not been properly raised before launch, and he transferred its passengers.



Watercolor of CARPATHIA with TITANIC lifeboats

2020.39.7385 A watercolor and gouache painting on paper by artist Colin Campbell Cooper, who was a passenger on the CARPATHIA when it rescued the survivors of the TITANIC sinking. Cooper was a renowned American impressionist painter best known for his architectural paintings of New York skyscrapers.

Here he has painted the CARPATHIA with five lifeboats heading towards it. One boat seems to be tied up to the ship, and a gangway in the side of the ship seems to be open. All around is ice, including the double spired iceberg on the right that CARPATHIA passengers saw and believed to have been the one that damaged the TITANIC.

This small painting is a very impressionistic study for the more detailed painting that Cooper later painted, but it provides a vivid picture of that early morning rescue, when the CARPATHIA's crew was expecting to find a damaged ocean liner and instead encountered fewer than 20 lifeboats.



April 16, 1912 Daily Mirror newspaper

2020.39.7349 The April 16, 1912 edition of The Daily Mirror, with the TITANIC on the front page and the headline "Disaster to the TITANIC: World's largest ship collides with an iceberg in the Atlantic during her maiden voyage. Inside, on page 3, the headlines are "Everyone Safe/Morning of suspense ends in message of relief/Passengers taken off/ Helpless giant being towed to port.." There is extensive reporting, continuing for three pages, about the disaster, but all of it assumes that the TITANIC was saved after "TITANIC's wireless signal brings vessels to scene."

The truth, of course, was much grimmer-- the ship was on the bottom of the ocean by the time this newspaper was printed, and rescuers did not arrive until long after the TITANIC had sunk. The Morse code signals that night were confusing and incomplete, and there was indeed a message saying "The ship is being towed to Halifax and everyone is OK"-- but that message was about a completely different ship.

The Daily Mirror was not the only newspaper to get the story wrong. American newspapers had an advantage because of their time zones, but the news of TITANIC's distress came in just before morning news deadlines, and many of them printed stories like this. The New York Times was one exception; its editor Carr Van Anda listened to the signals, noted that the TITANIC had gone silent, and became convinced that the ship was sunk, and that was the headline he ran. In some cities like Indianapolis, one newspaper ran the "TITANIC safe" story while the other local newspaper was more cautious.

The White Star Line, also still in the dark, insisted at 8 am New York time that the ship was unsinkable. It was not until 7 pm on April 15 that the New York office of White Star finally shared with the press gathered there that the ship was sunk, and not until 8:45 that "great loss of life" was mentioned. By the time that news made it to England, it seems, the Daily Mirror had already printed this April 16 edition.

The Daily Mirror

THE MORNING JOURNAL WITH THE SECOND LARGEST NET SALE.

No. 2,645. TUESDAY, APRIL 16, 1912 One Halfpenny.

DISASTER TO THE TITANIC: WORLD'S LARGEST SHIP COLLIDES WITH AN ICEBERG IN THE ATLANTIC DURING HER MAIDEN VOYAGE.



Disaster, it was reported yesterday, has overtaken the great steamer Titanic, the largest and most luxuriously appointed vessel afloat. The liner, which is the latest addition to the White Star line, left Southampton last Wednesday on her maiden voyage to New York, and was in the vicinity of the Newfoundland banks, to the south of Cape Race, when she struck an ever-present peril in those latitudes at this time of the year. "Wreckers" has again demonstrated its language of assistance being succumbed by this means. The photograph shows the highly vessel leaving Southampton on Wednesday. (Daily Mirror photograph.)

April 16, 1912 THE DAILY MIRROR Page 3

EVERY ONE ON BOARD WORLD'S GREATEST LINER SAFE AFTER COLLISION WITH ICEBERG IN ATLANTIC OCEAN.

TITANIC'S WIRELESS SIGNAL BRINGS VESSELS TO SCENE.

46,000-Ton Ship, with 2,300 Aboard, in Peril.

EVERYONE SAFE.

Morning of Suspense Ends in Message of Relief.

PASSENGERS TAKEN OFF.

Helpless Giant Being Towed to Port by Allan Line.

"The women and children have not been taken off, though the lifelines are ready to catch emergency. It is thought that the boats will be of great use."

A later message says: "Wireless telegraph has been used to send a message to the ship, and that all the passengers have been taken off."

The report was sent by wireless telegraph to the ship at 11.15 p.m. (New York). The master of the ship, Mr. J. B. Moore, is now being carried off by the ship's launch. The ship is now being towed to port by the ship's launch. The ship is now being towed to port by the ship's launch.

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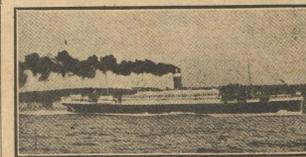
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MR. BRICE. MR. GRAY.



The ship from Virginia, which arrived yesterday to render assistance to the Titanic, she received a wireless message asking assistance and immediately sailed from Halifax, Nova Scotia.

PHENOMENAL QUANTITY OF ICE.

(From Our Own Correspondent.)
 The quantity of ice seen to-day in the vicinity of the Titanic is phenomenal. It is reported that the Titanic struck an iceberg of a size which has never before been recorded. The ice was so thick that the ship was unable to pass through it. The Titanic struck the iceberg at 11.40 p.m. on Wednesday night. The ship was then towed to port by the ship's launch.

AT LEAST 150,000 LOST.

A lot of daily papers on one, was quoted as saying that the Titanic was lost. The ship was then towed to port by the ship's launch.

TO-DAY'S WEATHER.

The weather to-day is fine. The temperature is 50 degrees. The wind is from the west. The sea is calm.

ANOTHER VESSEL RESCUED.

The ship from Virginia, which arrived yesterday to render assistance to the Titanic, she received a wireless message asking assistance and immediately sailed from Halifax, Nova Scotia.

MENACE TO NAVIGATION.

Of all the perils of the deep the peril of the iceberg is the most dreaded. It is reported that the Titanic struck an iceberg of a size which has never before been recorded. The ice was so thick that the ship was unable to pass through it. The Titanic struck the iceberg at 11.40 p.m. on Wednesday night. The ship was then towed to port by the ship's launch.

Telegram from TITANIC survivor: "Don't worry all saved"

2020.39.7383 A telegram sent by Marconi wireless from the CARPATHIA on April 18, 1912 by TITANIC survivor Elisabeth Walton Allen saying, "Don't worry all saved." She was an American by birth and was travelling home to collect her things before marrying in England. She was travelling with a cousin, an aunt, and the aunt's maid. The four women made it into a lifeboat and were all rescued.

Elisabeth was the first TITANIC survivor to make it onto the CARPATHIA and as she reached the top of the ladder, she was asked "Where is the TITANIC?" The CARPATHIA crew did not yet know with certainty that the ship had completely sunk.

This form includes, under "By whom sent" the initials of CARPATHIA wireless operator Harold Cottam, who played an important role in the CARPATHIA's dash to the rescue and afterwards in notifying the families of survivors. The telegram was sent to the Thomas Cook office in Piccadilly, London.

2020.39.7384 photo of Elizabeth Walton Allen

Form No. 1—100.—2.2.09. Sent date 18th Apr. 12

The Marconi International Marine Communication Company, Ltd.
WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. 49179 "CARPATHIA" OFFICE 18th Apr 12

Prefix _____ Code _____ Words 11

Office of Origin "CARPATHIA"

Service Instructions : _____

CHARGES TO PAY		
Marconi Charge ...	<u>3.55</u>	<u>14.9 1/2</u>
Other Line Charge...	<u>3.50</u>	<u>14.7</u>
Delivery Charge ...	<u>7.50</u>	<u>29.6 1/2</u>
Total . . .		
Office sent to	Time sent	By whom sent
		m.

READ THE CONDITIONS PRINTED ON THE BACK OF THE FORM.

To: Mr. B. Cottam

<u>Mr. B. Cottam</u>		
<u>Thomas Cook</u>		
<u>Piccadilly</u>		
<u>London</u>		
<u>England</u>		
<u>Don't worry all saved</u>		
<u>Elisabeth</u>		

CONINGHAM BROS., Printers, etc., Limehouse, E.

PLEASE ASK FOR OFFICIAL RECEIPT.

29/4/12



Fragment of carved wood debris from TITANIC

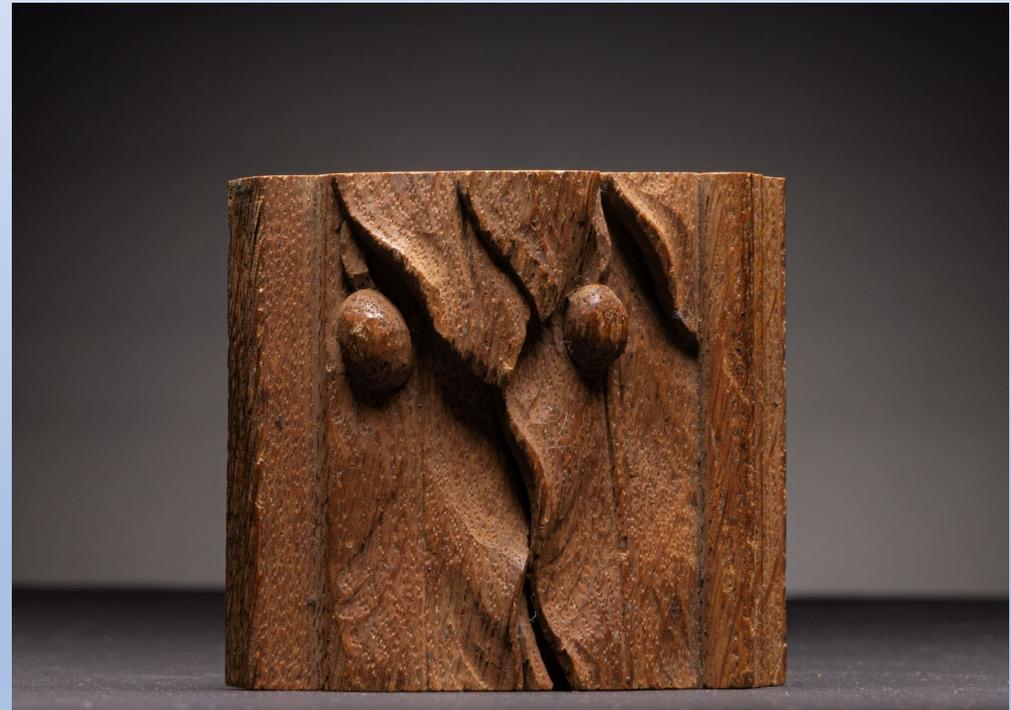
2020.39.7418 A fragment of beautifully carved English oak from the TITANIC, probably from the grand staircase in the first class entrance hall.

It was picked up by someone from the cable ship MINIA, which sailed out of Halifax, Nova Scotia to the wreck site soon after the sinking to recover human remains. They were the second recovery ship to reach the site, and they found few bodies, but there was considerable debris and many pieces of TITANIC wood were collected, some of which have made their way into various museums. The tradition of keeping and reusing "wreckwood" as a reminder of lost ships was an old and common one in coastal communities.

There are no surviving photographs of the TITANIC's grand staircase, but OLYMPIC's staircase had the same design and the leaf and berry design seen here appears on it. We do not know exactly where it came from, but it might have been located just below the handrail and above the wrought iron baluster.

When the wreck of the TITANIC was located in 1985, the grand staircase was just an empty well; the staircase seems to have broken up and parts of it floated out.

One edge of this has a dado that would have fit under another piece of wood, while the other edge has decorative bead molding. The back of this piece has a deep 1/8" slot underneath the bead molding, and there is a vertical gash as well. There are two screwholes, one in the cut end so the threading is visible. The wood appears to have been stained and waxed.

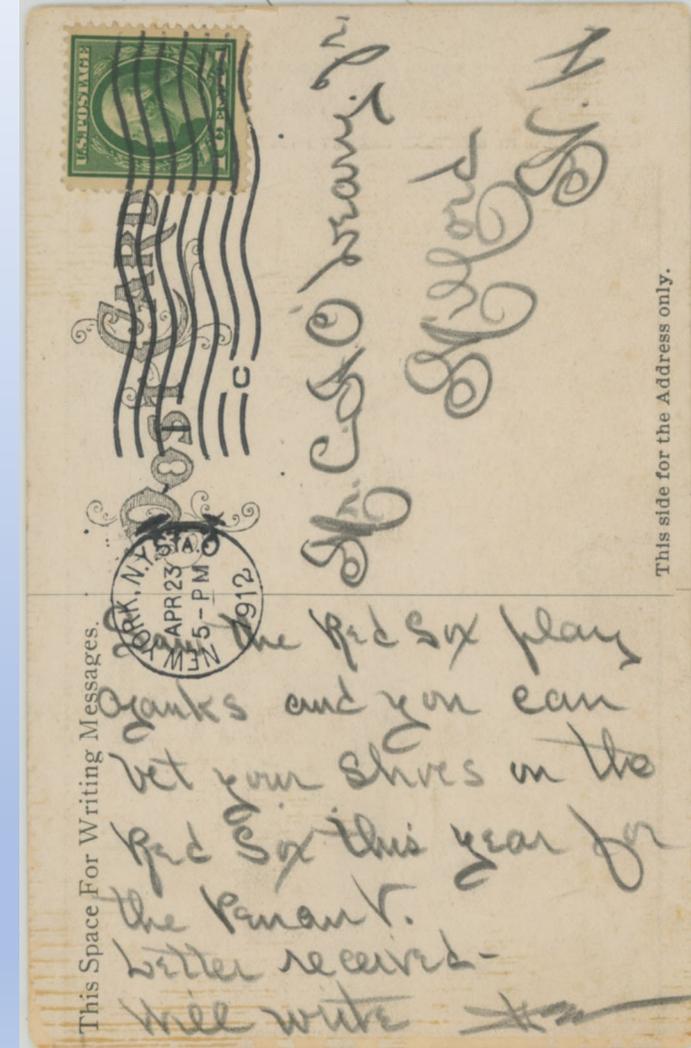
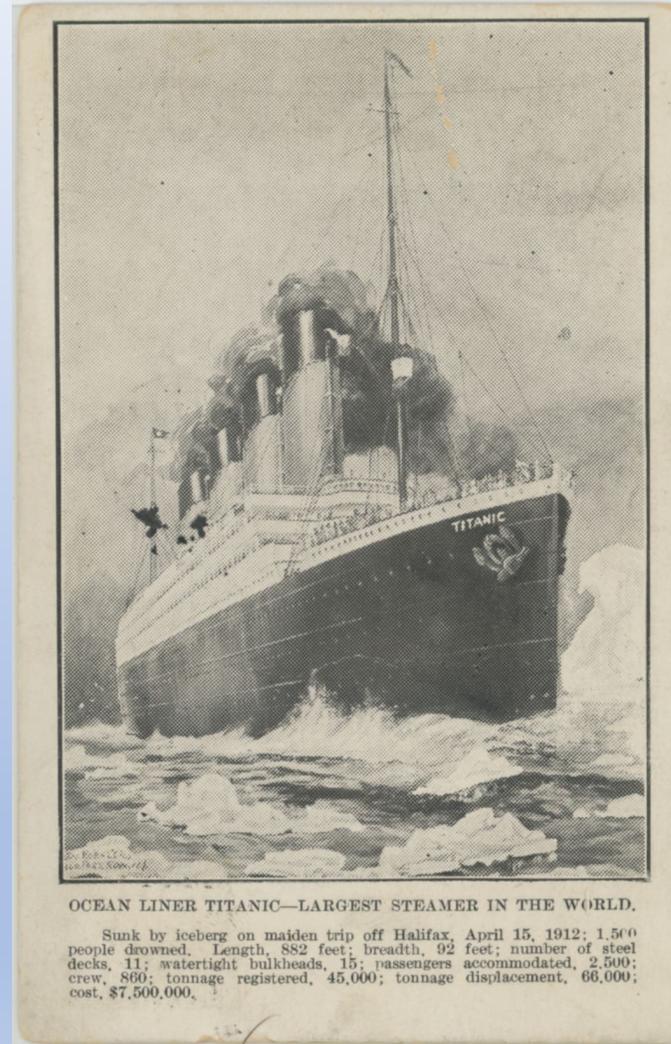


April 1912 TITANIC postcard with baseball message

2020.39.7355 A postcard of the TITANIC printed soon after the April 15 disaster and postmarked in New York on April 23, 1912.

The front of the card has a drawing of the ship with a caption detailing its size and the number of dead. The back of the card has a message about baseball: "Saw the Red Sox play Yanks and you can bet your shoes on the Red Sox this year for the pennant." The Boston Red Sox and the New York Yankees (then called the Highlanders but already referred to as the Yanks) played a game on April 20, 1912, the first official game at the brand new Fenway Park, and it is likely that this is the game the writer saw.

As Red Sox fans know, the stadium opened just days after the TITANIC disaster, and was overshadowed by it, and that connection to the TITANIC disaster has been seen as part of the lore of the Red Sox curse. However, in 1912, the Red Sox won that game against the "Yanks," as well as the pennant and the World Series.



Decorated divot from the BRITANNIC, a sister ship of the TITANIC

2020.39.7455 A silver-plated steel divot from the hull of the BRITANNIC, highly decorated with a White Star Line flag, a band of shamrocks, the name "S.S. GIGANTIC" and the year 1912, mounted on a wood base.

At the time of the TITANIC disaster in 1912, a third sister ship to TITANIC and OLYMPIC was under construction in Belfast, Northern Ireland. A handful of newspaper articles and other documents referred to the third ship as the GIGANTIC, and there has long been speculation that that intended name was changed to BRITANNIC after the disaster and the perception that the company had emphasized size and speed over safety.

The White Star Line, however, denied the name change, with its chairman Bruce Ismay telling the *New York Sun* in May 1912, "the company never has intended and certainly will not name the new ship the Gigantic." This artifact, with its White Star Line flag and its Irish shamrocks, suggests that, at least in the mind of one talented engraver, the ship had in fact been named GIGANTIC.

A divot is the scrap formed when a hole is sunk in the hull of a ship for a rivet, and these scraps would have been common at the Harland & Wolff shipyard in Belfast during the construction of this ship in 1912. It is likely that someone took it home and had it engraved and plated, perhaps prompted by the TITANIC disaster or perhaps just as a souvenir of working on the new ship. Divots like this have sometimes been made into walking stick heads, and there are a number of known divots from the TITANIC with very similar decorations to this.



2. Golden Age of Ocean Liners

Cheers

The nature of drinking on ocean liners evolved over time, as cocktails became popular and technological issues like icemaking were solved. Prohibition in the U.S. also played an important part, since being able to drink on board was part of the excitement of an ocean voyage.

Above: 2020.39.7476 A 1905 drinks menu from the Cunard ship PANNONIA. It is notably full of spirits and wines, but with no cocktails on offer.

Below: 2020.39.7477 A 1933 Cunard Line cocktail and liqueur menu. It list extensive cocktails options as well as liqueurs. 1933 was the last year of Prohibition in the United States, and the abundance of cocktails compared to earlier shipboard drinks menus speaks to significant social changes.

POST CARD—CARTE POSTALE.
UNIVERSAL POSTAL UNION.

THIS SIDE FOR THE ADDRESS.

If Posted in U.K.
For Inland use,
1d. stamp, For
Postal Union,
1d. stamp.
If Posted in U.S.A.
For Inland use,
1 cent.
If posted in Postal
Union, 2 cents.

The Cunard Steam Ship Company, Limited.

CHAMPAGNES	Per Qt. Per Pt.	s. d. s. d.	BRANDY	Per Bot. Glass	s. d. s. d.
Pommery & Greno, Extra Sec	.. 10	0	5	6	
Cicquot, Dry	.. 10	0	5	6	
George Goulet, Extra Dry	.. 9	0	5	0	
Perrier, Jouet & Co., Ex. Dry Special	.. 9	0	5	0	
G. H. Wmum & Co., Extra Dry	.. 9	0	5	0	
Heidsieck & Co., Dry Monopole	.. 9	0	5	0	
Ruinart, Vin Brut	.. 9	0	5	0	
Louis Roederer, Extra Dry	.. 9	0	5	0	
CLARETS			LIQUEUR		
Fine Vintage	.. 6	0	.. 10	0	0
Good Bordeaux	.. 4	0	.. 5	0	0
Light	.. 2	0	.. 5	0	0
HOCKS			WHISKIES		
Sparkling	.. 5	0	.. 5	0	0
Still	.. 5	0	.. 5	0	0
MOSELLE			Irish		
Sparkling	.. 5	0	.. 5	0	0
Still	.. 3	6	.. 5	0	0
PORT			Scotch		
.. 4	0	.. 5	0	0	0
SHERRIES			American Rye, Park & Tilford's		
Pale Dry	.. 5	0	.. 5	0	0
Golden	.. 4	0	.. 5	0	0
BURGUNDY			Canadian Club, Walker's		
Nuits	.. 5	0	.. 5	0	0
LIQUEURS			Y.P.M. } 5 0 0 6		
Chartreuse	.. 5	0	0		
Maraschino	.. 5	0	0		
Benedictine	.. 5	0	0		
Vermouth, Italian and French	.. 5	0	0		
Crème de Menthe	.. 5	0	0		
Kummel	.. 5	0	0		

All, except Wines, by
The Steward is directed to present and collect the Wine by
MARCH, 1903.

<i>Cocktails (SHORT)</i>	Per Small Glass.	Per Large Glass.	<i>Cocktails (LONG)</i>	Per Liqueur Glass.
Sidecar	.. 2/-	3/-	CHAMPAGNE	
Alexandra	.. 1/9	2/6	1-Bot. Mumms Cordon	4/6
Stinger	.. 1/9	2/6	Rouge	4/-
Brandy	.. 1/4	2/-	,, Chas. Heidsieck	4/-
Martini	.. 10d.	1/3		
Manhattan	.. 10d.	1/3		
Perfect	.. 10d.	1/3		
Orange Blossom	.. 1/3			
Dacqueri	.. 1/3			
Bronx	.. 1/3			
Bacardi	.. 1/3			
Myers Jamaica	.. 1/3			
Whisky, Sour	.. 1/6			
Old-Fashioned Whisky	.. 1/-			
Egg Flip, Port or Sherry	.. 1/-			
Egg Flip, Whisky	.. 1/3			
Egg Flip, Brandy	.. 1/9			
Gin and Bitters	1/-			
Gin and Vermouth	1/-			
Sherry and Bitters	9d.			
Mixed Vermouth	9d.			
Dubonnet	.. 9d.			
Kina	.. 9d.			



Gautier Frères Cognac, 1848	Per. Liqueur Glass.	2/6
Bisquit Dubouché Cognac, 1865	.. 2/-	
Courvoisier Cognac, 1875	.. 1/9	
Martell's Cordon Bleu Cognac	.. 1/6	
Chartreuse, Yellow	.. 1/6	
Chartreuse, Green	.. 1/6	
Benedictine	.. 1/6	
Grand Marnier	.. 1/6	
Crème de Menthe, Green	1/-	
Crème de Menthe, White	1/-	
Cointreau	1/-	
Kummel	1/-	
Curaçao (Triple Dry)	1/-	
Cherry Brandy	1/-	
Maraschino	1/-	
Crème de Cacao	1/-	
Peach Brandy	1/-	
Apricot Brandy	1/-	
Sloe Gin	1/-	
Kina Lillet	.. 9d.	



Deck Games on the CARPATHIA, 1908

Two images from an album capturing a 1908 voyage to the Mediterranean.

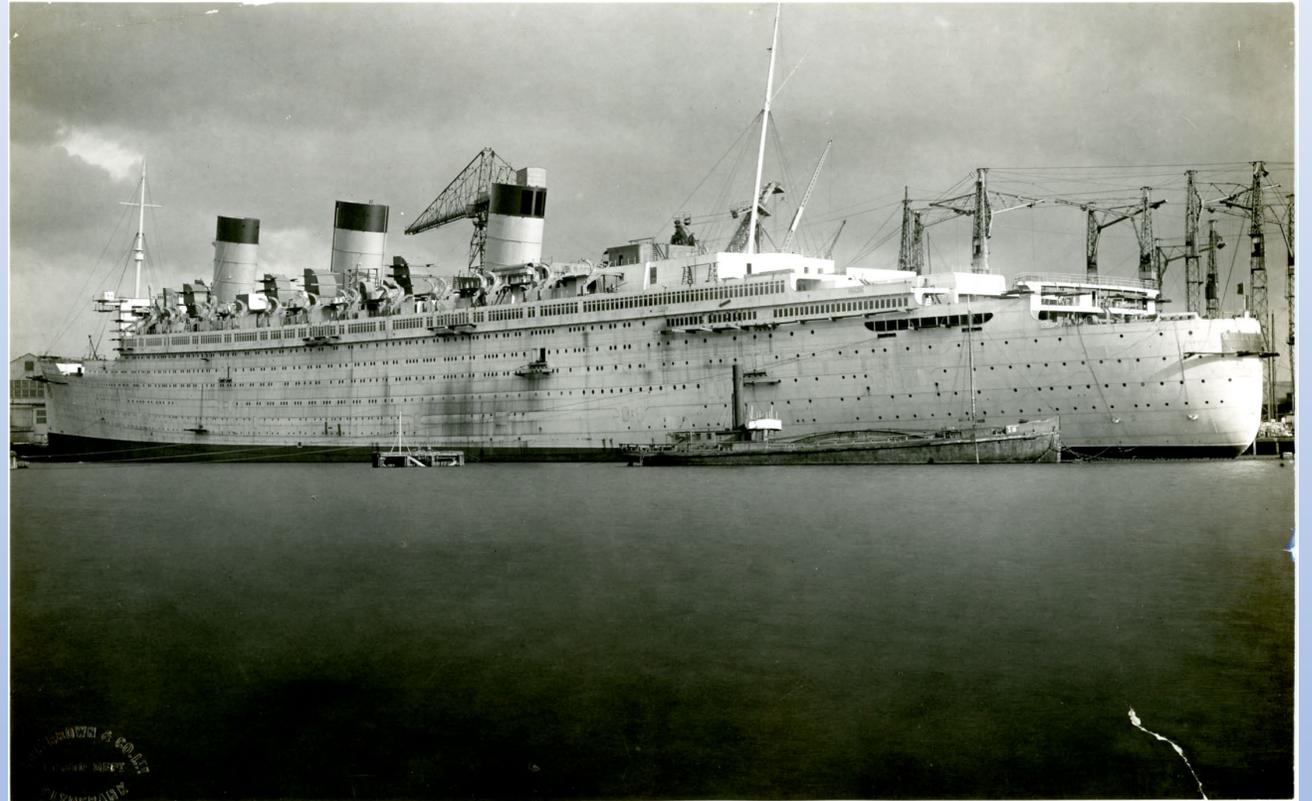
2020.39.41.49 Women "potato racing" on the deck of the CARPATHIA. Players collected potatoes from the deck one at a time and brought them back to the buckets visible behind one of them. There is a crowd of people watching. The women are identified as C.P. and H.M.P.

2020.39.41.45 "Spar boxing" on the CARPATHIA, with two passengers sitting on a spar. It was a deck game involving hitting each other with stuffed bags or pillowcases. They are watched by passengers and several crewman, including one who may be a deck steward. The caption says "Mr. Downs vanquished by Miles."



The QUEEN MARY under construction

2020.39.4 A photograph of the QUEEN MARY during its fitting out at John Brown & Co. shipyards in Clydebank, Scotland. This was taken sometime between the ship's launch in September 1934 and its maiden voyage in March 1936. The ship has all three funnels at this point, as well as its fore and aft masts. It has not yet been painted, but crews have just begun painting the ship's name in white on a black patch on the stern. An embossed stamp in the lower left indicates that the photo was taken by the shipbuilder's photo department.

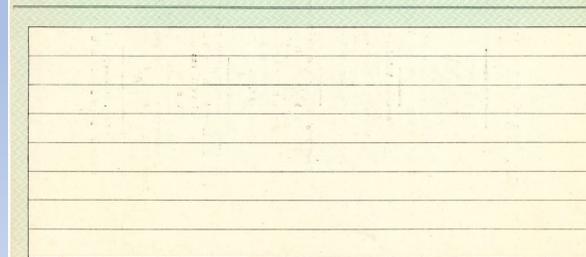
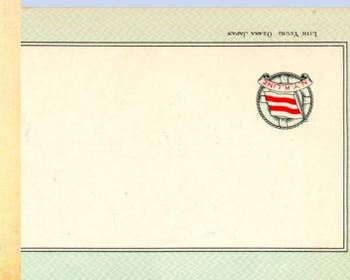


1931 menu from the HAKUSAN MARU

2020.39.50 Dinner menu for July 17, 1931 aboard the HAKUSAN MARU. This ocean liner owned by Japan's NYK line sailed routes from Japan to Europe. The menu background is a print of Japanese woodblock artist Ohara Koson's "Japanese Waxwings on Branch with Berries."

The food options on the menu are Western dishes and many seem to be rather British. Interestingly, there are no Japanese options. At the bottom, there is a note that "clocks will be put back 30 minutes tonight." The back of the menu is designed to fold up as a mailer, with a map of the NYK Line's worldwide routes and a print of NYK Line's two stripe flag.

Like many Japanese ships, the HAKUSAN MARU was requisitioned by the Imperial Japanese Navy in 1942, and it was torpedoed and sunk by a United States submarine, the USS FLIER, on June 4, 1944.



Third class ticket for OLYMPIC's April 4, 1912 voyage to New York

2020.39.7243 A third class passenger ticket for the OLYMPIC's voyage of April 4, 1912, for 18 year old George Tracy who was immigrating to the United States from Cappamore, Ireland. He paid \$33.75 for his ticket and arrived in New York on April 11, and he surely thanked his lucky stars a few days later when he heard about the TITANIC sinking with hundreds of immigrants aboard.

George Tracy became a U.S. citizen in 1932. He and his wife and children lived in Brooklyn at that time, and he worked as a motorman, the driver of a streetcar.

No. 104481

WHITE STAR LINE
THIRD CLASS PREPAID.
NOTICE OF EMBARKATION.

THIS NOTICE TO BE SENT WITH THE ANNEXED CERTIFICATE TO MESSRS. ISMAY, IMRIE & CO., 30 JAMES STREET, LIVERPOOL, OR WHITE STAR LINE, CANUTE ROAD, SOUTHAMPTON, OR JAMES SCOTT & CO., QUEENSTOWN, AT LEAST TWO WEEKS IN ADVANCE, AND YOU THE NECESSARY PASSAGE TICKET.

NO PARTICULAR RAILINGS CAN BE GUARANTEED, THE PASSENGER WILL BE OBLIGED TO TAKE THE SHORTEST ROUTE OF WHICH THIS NOTICE IS GIVEN.

Annexed I beg to hand you my AMERICAN PREPAID CREDITATIVE, and shall be obliged by your sending me in exchange, a **Third Class Passage Ticket** by your Steamer leaving Queenstown on the 4 day of April or the next after that in which there is room.

Enclosed you will find a directed envelope with stamp for your reply. George Tracy

NAME AND ADDRESS IN FULL. George Tracy
Shannon
Ireland

Date this notice is posted. 30 March 1912
Geo. Henderson

NAME OF PASSENGER. George Tracy AGE. 18

Rate \$33.75/100

NOTICE
Your attention is specially directed to the conditions of transportation in the annexed contract.
The Company's liability for baggage is strictly limited, but passengers can protect themselves by insurance, which may be effected at this or any of the Company's Offices or Agencies.

PREPAID CERTIFICATE NOT TRANSFERABLE, AND MUST BE USED WITHIN TWELVE MONTHS.

No. 104481 @ **WHITE STAR LINE** 931912
UNITED STATES AND ROYAL MAIL STEAMERS.

ISMAY, IMRIE & CO., MANAGERS,
30 JAMES ST., LIVERPOOL, 38 LEADENHALL ST., LONDON
LONDON WEST END OFFICE, COCKSPUR ST., S. W., CANUTE ROAD, SOUTHAMPTON.
JAMES SCOTT & CO., Agents, - Queenstown.

OCEANIC STEAM NAVIGATION COMPANY (Limited), of GREAT BRITAIN.

Southampton - Cherbourg - Queenstown - New York. Liverpool - Queenstown - New York. Liverpool - Queenstown - Boston.

NAMES	Age	European Rate	Amount received	American Rail Fare	Head Tax
George Tracy	18		33.75		1.00

Received Thirty Seven Dollars for THIRD CLASS PASSAGE of one Adult, no Children under 12 years. - Infants under 12 months, in consideration of which the OCEANIC STEAM NAVIGATION COMPANY (Limited) agrees with the person named in the margin to transport them from Queenstown to New York and thence to New York by any steamer of the White Star Line on which third class accommodation is provided and available according to the rate paid, and thence to Queenstown in exchange for this Prepaid Certificate.

WHITE STAR LINE
Geo. Henderson

INSTRUCTIONER.
NORSKE OG DANSKE PASSEGERE.

INSTRUCTIONER.
FÜR SVENSKA PASSAGERARE.

SPECIAL NOTICE TO PASSENGERS.

Agents for: SVENRIE, NORGE, DANMARK OG FINLAND, Åro
Fredrik Bævre, HERRIK Christen 47 Nyhavn, Kjøbenhavn.
Jens Christian Christensen, J. P. von Reigen, Christian Niels, P. W. Reber, Kristian Niels, Holger Hillarsten, 82 Nyhavn 10 Stockholm.
Jens Christian Christensen, Christian Niels, P. W. Reber, Kristian Niels, Holger Hillarsten, 82 Nyhavn 10 Stockholm.
Herrik Christen 47 Nyhavn, Kjøbenhavn.
Jens Christian Christensen, Christian Niels, P. W. Reber, Kristian Niels, Holger Hillarsten, 82 Nyhavn 10 Stockholm.
Herrik Christen 47 Nyhavn, Kjøbenhavn.
Jens Christian Christensen, Christian Niels, P. W. Reber, Kristian Niels, Holger Hillarsten, 82 Nyhavn 10 Stockholm.

1930s Hungarian postcard

2020.39.0859 A postcard of the OLYMPIC from the 1930s, probably written in Cherbourg, France by a passenger emigrating to the U.S. She writes (with grammatic difficulty) in Hungarian to an address in Romania, where there is a significant Hungarian-speaking minority. The name she signs, Zsuzsika, is a diminutive of the Hungarian form of Susan, like Susie.

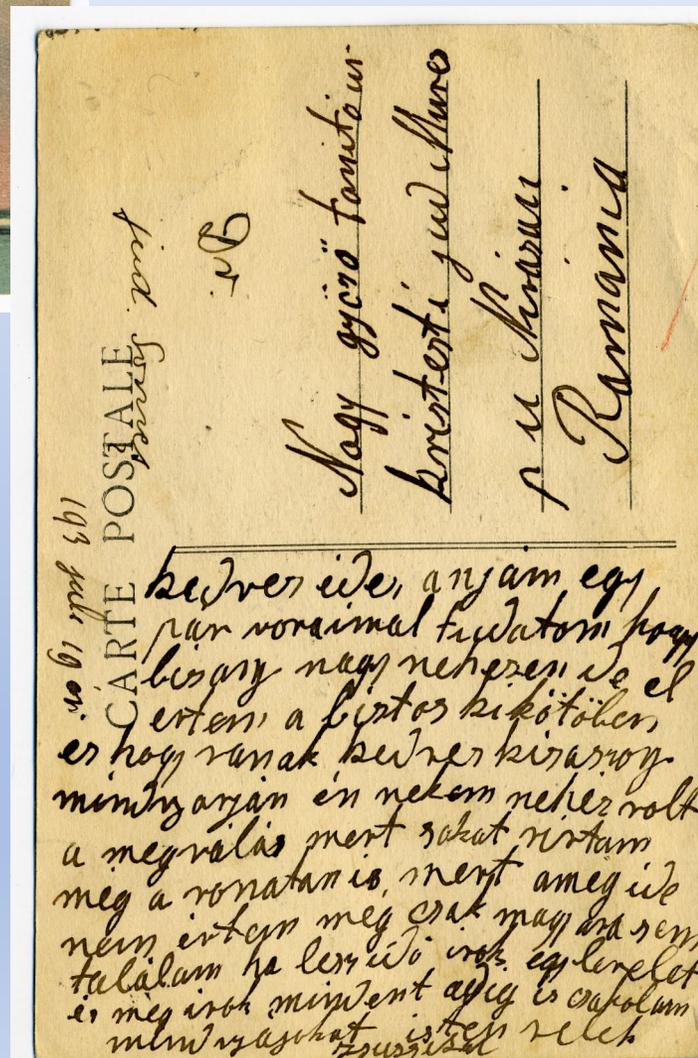
19 July 193_ [last numeral is missing]

Somes County

Dear sweet mother

With my few lines I am letting you know that with great difficulty, I arrived at the safe seaport and how are you [illegible], the dear miss, everybody For me the separation was very hard because I wept a lot even on the train, because until I got here I couldn't even find a Hungarian If there will be time I'll write a letter and write everything Till then I kiss all of you God with you

Your Zsuzsika



Dinner menu from the MORRO CASTLE

2020.39.33 1931 Dinner menu from the MORRO CASTLE for Saturday, December 26, 1931, the day after Christmas. The menu is lavish, with many choices of appetizers, soups, fish, entrees and vegetables, desert, fruit and cheese courses.

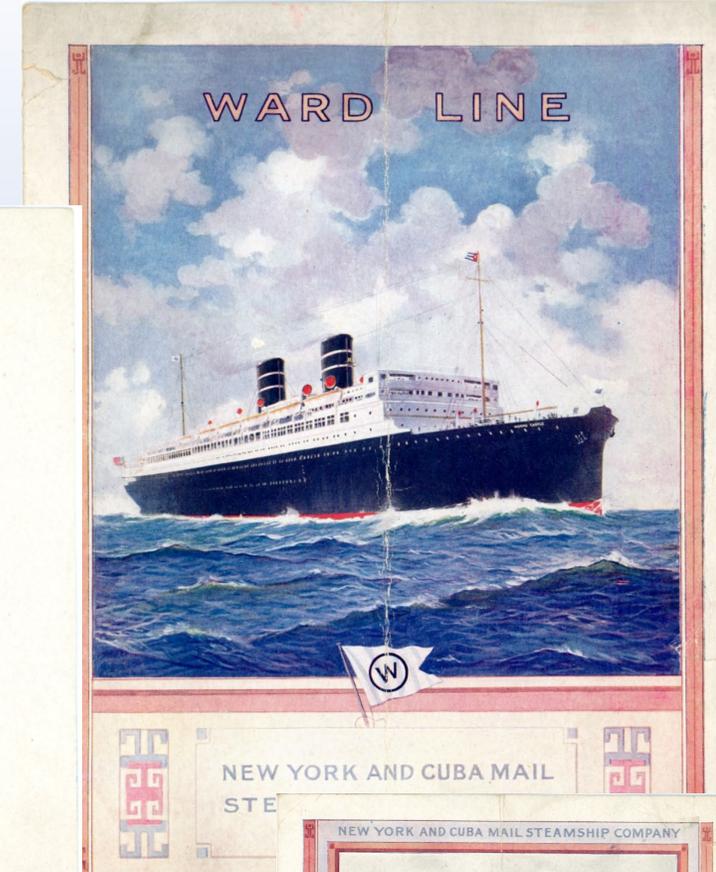
Most of the entrees would be familiar to American passengers, but there are some interesting exceptions. The first entree listed is French Toast with Currant Jelly. In much of Latin America, fried bread treats like torrijos or rabanadas are popular at Christmastime. Another entree option is Macaroni a la Caruso, which is pasta with a creamy, meaty sauce. It comes from Uruguay and was named for the early 20th century Italian tenor Enrico Caruso; some sources say the dish was developed in the 1950s but clearly it was already popular long before that.

The menu cover has a painting of the MORRO CASTLE with both the Ward Line and New York and Cuba Mail Steamship Company names, while the back has a painting of Havana's Capitolio Nacional, which was completed just two years earlier in 1929.

See Capitol Bldg. on back cover

D I N N E R

Celery Branches	Queen Olives
Norwegian Lax	Salted Mixed Nuts
	Fresh Shrimp Cocktail
Cream of Asparagus	Consomme Carmen
	Cold Essence of Tomato
Baked Fresh Haddock, Creole Sauce, Parisian Potatoes	
Crab Meat a l'Indienne, Rice Sultana	
French Toast with Currant Jelly	
Macaroni a la Caruso	
Ragout of Ox-Tail, Anglaise	
Boiled Breast of Veal, Horseradish Sauce, Vegetables	
Roast Prime Ribs of Beef au Jus	
Roast Leg of Lamb, Mint Jelly	
Roast Long Island Duckling, Dressing, Apple Sauce	
Cauliflower au Gratin	Baked Squash
	Candied Sweet Potatoes
Boiled New Potatoes	Mashed Potatoes
Sliced Tomatoes and Lettuce Salad	
Cucumber Salad, French Dressing	
Fruit Jelly	
Strawberry Pie	Assorted Pastry
	Vanilla Ice Cream
Fresh Fruit en Corbeille	
Figs	Raisins
	Nuts
	Dates
Cheese: American, Edam, Pineapple, Swiss, Roquefort	
Cream Cheese with Preserved Cocoanut or Guava Jelly	
Toasted Bent's Water Crackers	Toasted Saltine Crackers
After Dinner Mints	
American and Cuban Coffee	
After Dinner Coffee will be served in the Smoking Room on Request	
<i>T. E. L. Morro Castle</i>	Saturday, December 26th, 1931

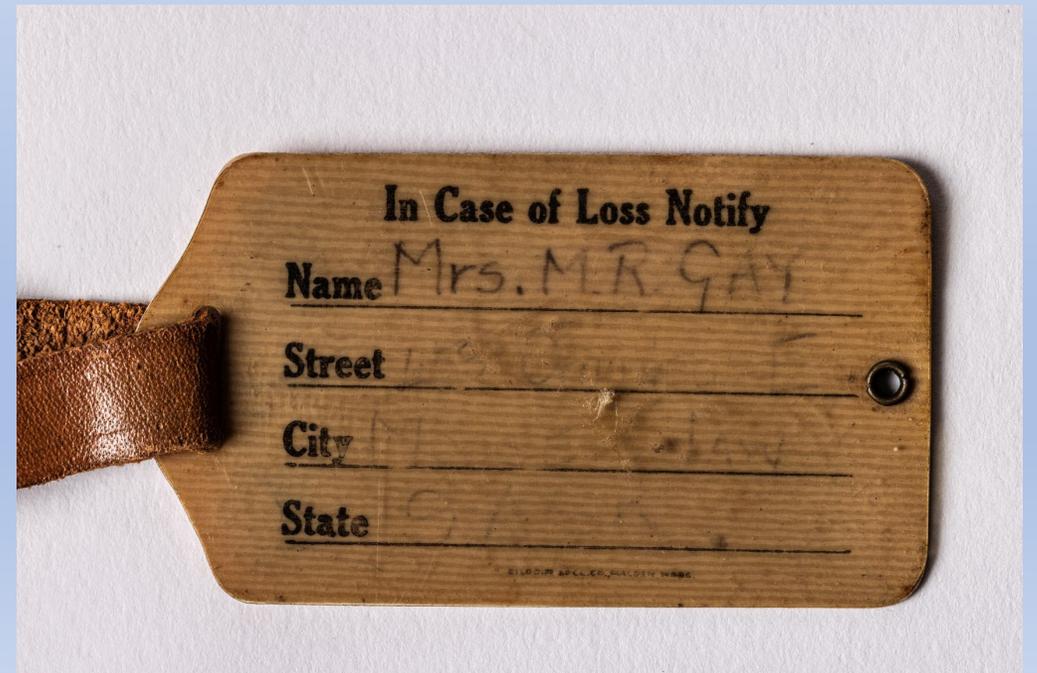
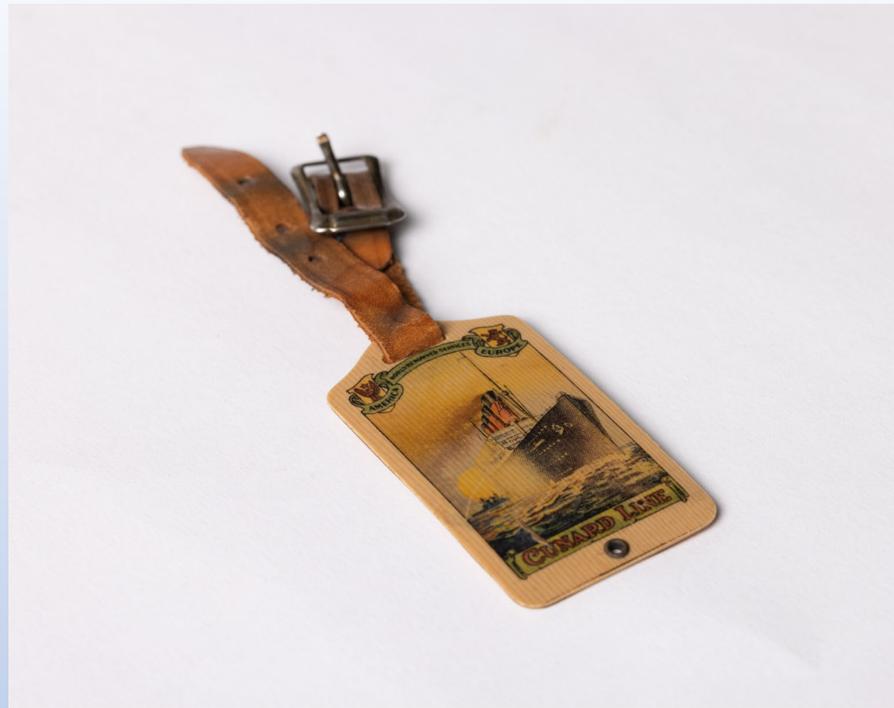


Cunard Line luggage tag

2020.39.7491 Small Cunard Line luggage tag with a leather strap and steel buckle. The paper tag, with a place to enter an address, is inside a plastic cover held by a small brass rivet.

The front of the tag has an image of the AQUITANIA, with its four funnels, and the Cunard Line name below. Above the ship is written "World Renowned Services/ America/ Europe."

On the back, the handwritten name "Mrs. M.R. Gay" is clearly visible, and the address "453 Ominica St. E, Moose Jaw, SASK" is only faintly visible. Marwood R. Gay, a railway engineer, and his wife Lillian lived at that address between at least 1922 and 1940. Lillian Gay, who was born in Exeter, England, seems to have gone back to visit several times, a long journey by rail from rural Saskatchewan before boarding a ship to England.



3. The Changing Face of Tourism

Passenger list for the BRITANNIC

2020.39.7235 1892

A first class passenger list for the April 20, 1892 voyage of the BRITANNIC from New York to Liverpool. This was an early single-screw steamship built in 1874, with two funnels but also sails, which sailed for 30 years from Liverpool to New York, mostly carrying immigrants. The captain of the ship on this voyage was Edward J. Smith, who would later be captain of the TITANIC and die in its sinking.

A notable passenger on this voyage was Florence Balgarnie, a well-known British suffragist and radical anti-lynching activist who made an 1892 trip to the United States. In February, she was a speaker at an interstate women's suffrage convention in Kansas City. She also visited Salt Lake City, where she met with suffragist Emmeline B. Wells on April 13, 1892. Emmeline Wells recorded in her diary that she saw Miss Balgarnie onto a train in Salt Lake City that day.

Also aboard were several prominent American and British businessmen, including Alfred Bigland, William Julien Courtauld and Jefferson Borden Harriman.



Saloon Passenger List		Per Royal & U. S. Mail S.S. "Britannic,"	
From NEW YORK to LIVERPOOL, April 20, 1892.			
Commander: E. J. SMITH, R.N.R.	Purser: W. L. WALTERS.	Surgeon: J. H. P. GRAHAM.	
Mr. F. Apity	Mr. E. M. Evans	Mr. Lightbody	Mr. W. A. Rose
Miss Florence Balgarnie	Mrs. D. W. Evans	Mr. Robt. T. Martin	Mr. C. E. Rycroft
Mr. Fred. Barclay	Mr. Henry Goldstone	Mr. J. Dunham Massey	Mrs. Rycroft
Miss Kate Bealby	Mrs. Glendon	Mrs. E. Merrill	Miss Rycroft
Miss Hilda Bealby	Mrs. Forsyth Grant	Rev. W. D. McKinley	and maid
Mr. Alfred Bigland	Mrs. Benj. Griffen	Miss Kate Mitchell	Mr. J. A. Seyd
Mrs. E. A. Brown	Miss Griffen	Mr. T. H. Mudge	Mr. Charles Shepard
Miss Campion	Mr. A. G. Guibranison	Mr. J. Musson	Mr. J. J. Smith
Mr. A. C. Clark	Mr. J. Harriman	Mr. Benj. Norton	Mrs. Smith
Mr. W. Temple Clay	and manservant	Mrs. M. J. O'Connell	Miss E. M. Smith
Mr. W. R. Cosier	Mr. Oliver Harriman, Jr.	and maid	Mrs. H. H. Strathy
and man servant	Mrs. Harriman, Jr.	Mr. John O'Connell	Master Strathy
Mr. W. J. Courtauld	Mr. Wm. Henderson	Mr. N. Rayner	Mr. J. R. Still
Mr. J. K. Crooks	Mr. A. T. Hendricks	Mr. A. Reed	Mr. H. Ashmore Styring
Mr. Jas. Currie	Mr. D. Henesy	Mrs. Reed	Mrs. Thomas
Mr. Thomas Darling	Mr. J. Shaw Hellier	Miss Reed	Miss Thomas
Mr. Wm. Doran	Mr. John Jenkins	Mr. John Beverly Robinson	Mrs. Gustavo Victorson
Mr. A. G. Earl	Mr. Robt. Hoare	Mr. W. A. Robinson	Mr. W. A. Ward
Mrs. Earl	Mr. Geo. Largue	Mr. W. T. Rumsey	Mrs. Ward
Mr. S. O. Frost	Mrs. Largue	Mrs. Rumsey	Mr. H. Wye

1925 Postcard from Shanghai

2020.39.428

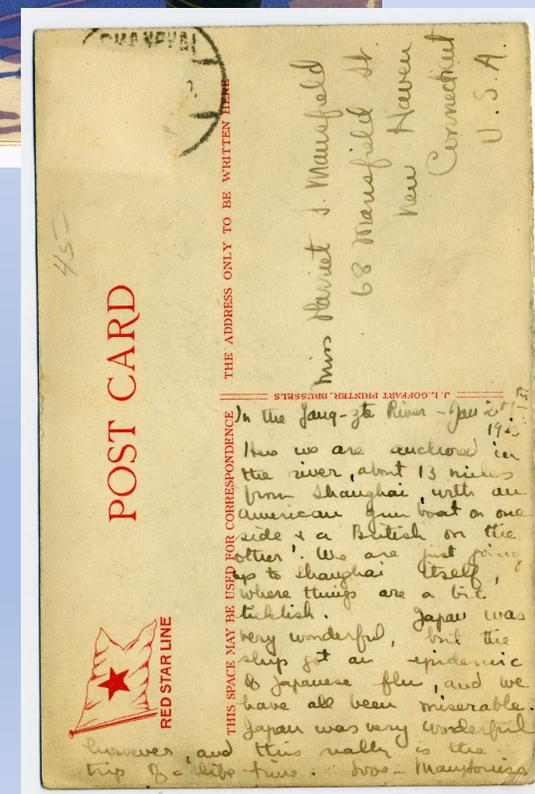
A postcard sent to Miss Harriet J. Mansfield of New Haven in 1925, during unrest in China.

In the Yang-zte River- Jan. 27 1925

Here we are anchored in the river, about 13 miles from Shanghai, with an American gun boat on one side & a British on the other! We are just going up to Shanghai itself, where things are a bit ticklish. Japan was very wonderful but the ship got an epidemic of Japanese flu, and we have all been miserable. Japan was very wonderful however and this really is the trip of a life-time.

Love

Mary Soriss



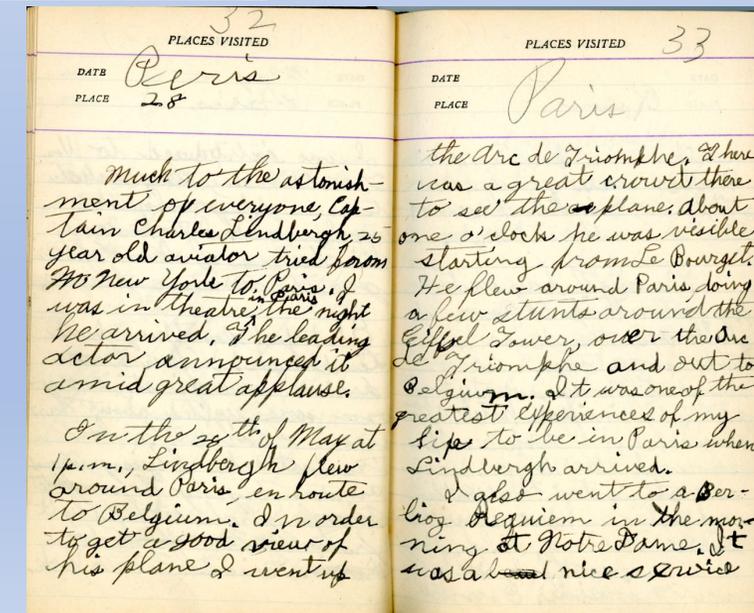
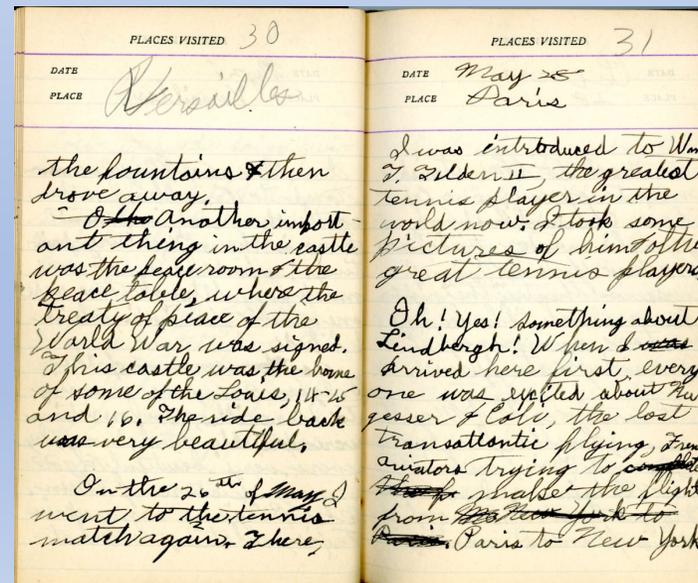
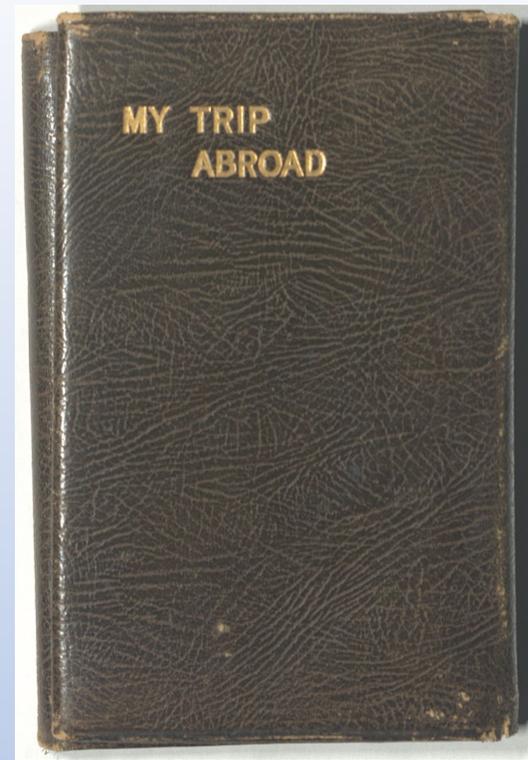
"My Trip Abroad" diary of John Levinson, 1927

2020.39.7454 The 1927 diary of John O. Levinson, a 14 year old boy from Chicago on a visit to Europe. He traveled with his father and mother on the LEVIATHAN to England, detailing his shipboard fun, including playing baseball on deck. The day after arrival in London, he writes, "I awoke with the measles and was taken to a nursing home for 12 days."

After his recovery, he visited museums and other sights in London, Paris and Geneva, and he is especially detailed about the art he saw. John's father was Salmon Levinson, a Chicago attorney. Salmon Levinson was at the forefront of the international legal effort to officially outlaw war, and this 1927 visit included negotiations of what would become the 1928 Kellogg-Briand Pact. John does not mention his father in any detail, except for a note that they "were called back to Paris because of Pop's international affairs." However, their trip included a visit to the League of Nations in Geneva, guided by League officials, as well as interactions with many noteworthy people on shipboard and in London and Paris.

Most exciting is John's description of being in Paris at the time that Charles Lindbergh completed his transatlantic flight. On May 28, John climbed to the top of the Arc de Triomphe to watch as Lindbergh flew over Paris on his way to Belgium, "doing a few stunts around the Eiffel Tower

John and his family sailed back to New York on the OLYMPIC, and their arrival is noted in a passenger manifest from June 8, 1927.



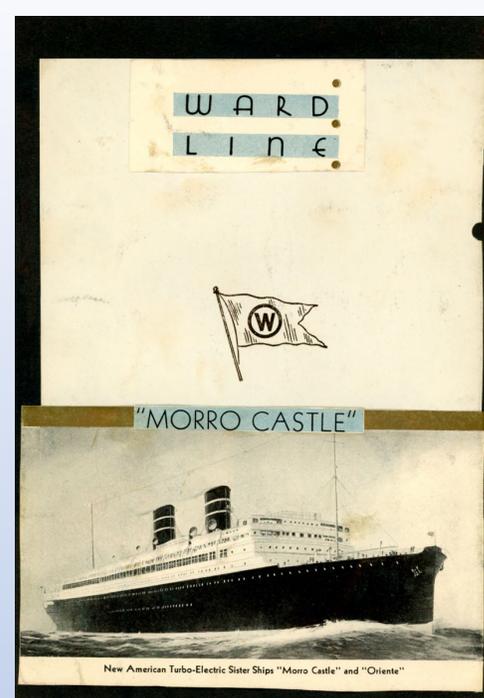
1930 Passenger list from MORRO CASTLE

2020.39.31 A passenger list from the October 14-17, 1930 voyage of the MORRO CASTLE from Havana to New York.

Among the passengers are at least 10 American major league baseball players, including Clyde Sukeforth of the Cincinnati Reds, Pie Traynor of the Pittsburgh Pirates, Heinie Manush of the Washington Senators, Rabbit Maranville of the Boston Braves, Thomas Oliver of the Boston Red Sox, Donald Hurst and Chuck Klein of the Philadelphia Phillies, and Glenn Wright and Wally Gilbert of the Brooklyn Robins. These players were all returning from a series of exhibition games played in Havana that month. The major league players were divided into two teams, one managed by Jewel Ens, manager of the Pittsburgh Pirates, and the other by David Bancroft, who played for the New York Giants, and the two of them are also on this passenger list.

Also on the passenger list is Julio Blanco Herrera, the president of Cuba's La Tropical brewery, who had just built Havana's new La Tropical baseball stadium and organized the exhibition series to inaugurate it.

In 1930, Prohibition was still in effect in the US, and MORRO CASTLE's trips to Havana were popular in large part because of the drinking that went on aboard. This might have been an especially rambunctious trip with so many young baseball players (and a suspiciously high proportion of unmarried women aboard as well). However, there were also plenty of other passengers, including Connecticut Congressman Hart Fenn, who had recently announced he would not run for office again on the advice of his doctors.



H
Hoffman, Miss Edna
Hollaway, Mr. & Mrs. C.
Hinchman, Mr. R. L.
Hagerty, Mr. & Mrs. H.
Henninger, Mr. & Mrs. J. C.
Holmes, Mr. & Mrs. F. I.
Hyde, Mr. & Mrs. G. W.
Higgins, Mr. James J.
Hill, Mr. & Mrs. C. A.
Herrera, Mr. Julio Blanco
Hurst, Mr. Donald
Haftner, Mr. F. R.
Hopkins, Miss C.
Hilden, Mrs. H. H.
Irwin, Miss Helen

J
Jackson, Mr. Wilbur
Johnson, Miss A. E.
Jones, Miss Evelyn
Juells, Mr. Jose
Jolson, Mr. & Mrs. Julius

K
Keefe, Mr. & Mrs. John M.
Kelly, Mrs. D.
Klint, Miss Margaret
Kellroise, Miss Viola
Kerr, Misses E. & G.
Kerr, Mrs. J.
Kniidt, Mr. & Mrs. Charles
Keates, Mr. & Mrs. George
Kohly, Mr. & Mrs. Louis F.
Kaufman, Mr. A. H.
Kline, Mr. Chas.
Knowles, Mr. Leonard

L
Lehman, Mr. H.
Lescher, Miss Hedwig
Lotterle, Mr. Edward
Lloport, Mr. & Mrs. F.
Liberoff, Master Wm.
Lumey, Mr. & Mrs. Arthur
Legon, Mr. Edward

M
Masses, Mr. Domingo
Morris, Mr. James A.
Mahlandorf, Miss Meta
Moriarty, Miss Margaret
Maguire, Miss Mae
Max, Mr. & Mrs. Davis B.
Maguire, Mr. Frank
Morey, Miss Olive E.
Moore, Mr. Stephen
Mula, Mr. & Mrs. George J.
Murphy, Mr. James F.
Murphy, Mr. Joseph P.
Molden, Mrs. J.
Martin, Mr. John F.
Murphy, Mr. & Mrs. Thos.
Moses, Miss Helen J.
Meyer, Miss Anna
Maraville, Mr. & Mrs. W.
Marush, Mr. Harry
Meag'er, Mr. Geo. S.
Massaguer, Mr. F. and Inf.
Massaguer, Miss Concepcion

Mc
McFadden, Miss Mary
McBride, Mrs. M.
McLeavy, Mr. Charles
McGill, Mr. J. H.
McGrew, Mr. R.
McClintock, Mr. & Mrs. J.

N
Nieto, Mr. Domingo A.

O
O'Farrell, Mr. & Mrs. R.
O'Brien, Mr. & Mrs. T.
O'Classen, Mr. & Mrs. F.
Ordorica, Mr. Miguel
Oliver, Mr. Thomas

P
Perez, Dr. A. G.
Perez, Mrs. A. G.
Perez, Miss C. Gonzalo
Perez, Master J. G.

Angers, Miss Katherine
Anaya, Mrs. Edith L.
Alexander, Mrs. Alice
Alexander, Master Benjamin
Alexander, Master Henry
Alexander, Master Wm. Jr.
Alfaro, Mr. & Mrs. F. F.
Acosta, Mr. & Mrs. J. M.
Andres, Miss Andrea

B
Burd, Miss Nettie
Betancourt, Mr. Esteban
Bjorstad, Miss M. A.
Burke, Mr. John V.
Bergio, Mr. & Mrs. Patrick
Brosser, Mr. R. A.
Bender, Mr. & Mrs. George
Black, Miss Julia A.
Borero, Miss Emma
Buch, Major Noel
Baker, Mr. & Mrs. W. W.
Bancroft, Mr. & Mrs. David
Babcock, Mr. & Mrs. George

C
Cohen, Miss Helen
Campbell, Miss Edith
Cogan, Mr. John H.
Carroll, Mr. J. A.
Collins, Miss Alice
Curry, Mr. Michael T.
Christy, Mr. & Mrs. D.
Collins, Mr. & Mrs. Wm. C.
Curran, Mrs. M. F.
Carleton, Mr. & Mrs. Henry
Carleton, Miss I.
Corrigan, Mr. & Mrs. M. J.
Carey, Mr. & Mrs. Martin
Condon, Mr. & Mrs. P. J.
Coggeshall, Mr. & Mrs. L.
Coakley, Miss A.
Chamberlain, Miss Ursula
Canal, Mr. & Mrs. Alfredo
Canal, Mr. Cornelius
Coyne, Mr. Chas

D
Diaz, Mr. Ancrea
Dochack, Miss Hilda
Downing, Mr. & Mrs. Robt.
Damiano, Mr. Charles
Davila, Miss Refugio C.
Dugan, Mrs. M.
Dooley, Mrs. Sophie S.
Dusenbury, Mr. H. G.
Duckworth, Mr. J. H.

E
Ens, Mr. Jules
Engel, Miss Elizabeth

F
Flanagan, Mrs. M.
Fugella, Mr. John
Fenn, Hon. & Mrs. E. Hart
Farrell, Miss Mae
Frederick, Miss Emma
Flattery, Mr. Peter
Firth, Mr. & Mrs. Eugene
Fronmelt, Mr. & Mrs. E. G.
Finn, Mr. & Mrs. Ray
Fay, Mr. & Mrs. Bert M.

G
Gillen, Miss Irene
Gillen, Mrs. Mary E.
Griffith, Miss Zita
Gibson, Mr. Samuel
Grace, Mr. G. J.
Gilbert, Miss Elena
Gilbert, Miss Teresa
Gilbert, Miss Emelina
Gilbert, Miss Mercedes
Gilbert, Miss Josefa
Gilbert, Mr. Juan
Gote, Miss Joshi
Grundy, Mrs. M.
Galen, Mr. & Mrs. J. L.
Galen, Misses M. & A.
Gonzalez, Mr. Alvaro
Gilbert, Mr. Walter
Gomez, Mr. J. D.
Grace, Mr. Walter H.
Gaffron, Mr. Otto
Golyer, Miss Isabelle Y de

Perez, Master A. G.
Puyans, Mr. & Mrs. B. R.
Pintado, Mr. Luis Angulo
Power, Mr. James F.
Pierro, Mr. Anthony De
Peyers, Mr. Geo.
Frecht, Mr. Otto
Puello, Mr. Luis F.
Pitt, Miss Loretta

O
Cuacambu's, Miss Irene
Quilez, Mr. & Mrs. A.

R
Rice, Mr. & Mrs. B. R.
Rosenthal, Mr. S.
Richter, Mr. H. W.
Rice, Miss Ida
Rabbeja, Mr. Jose
Ruggles, Mr. & Mrs. R. G.
Rodriguez, Mr. Jose
Rice, Mr. & Mrs. Harry

S
Sosa, Mr. & Mrs. S. E. and Inf.
Sack, Miss Charlotte
Schloss, Miss Evelyn
Seastrom, Mrs. M. E.
Scheidt, Mr. C. M.
Schacht, Mr. & Mrs. F.
Smith, Miss Mary
Sarfaty, Miss Rose
Schrieber, Mr. John L.
Shea, Mr. & Mrs. J. B.
Siebert, Mr. Herbert
Sals, Mr. & Mrs. Pedro
Snider, Mrs. H. B.
Schrieber, Miss A. M.
Sherin, Mr. & Mrs. L. W.

T
Thompson, Mr. Wm.
Thus, Mr. & Mrs. Carl A.
Traugott, Mr. Frank W.
Traynor, Mr. Harold
Tremmer, Mr. & Mrs. K.

U
Uttner, Mr. Frank M.
Votaw, Mr. Harry E.

W
Wigger, Mr. & Mrs. Robt.
Waters, Mr. & Mrs. Bert A.
Wyss, Mrs. Anna M.
Whitman, Mr. & Mrs. G. B.
Whedya, Mr. & Mrs. Peter
Wien, Mr. Max
Whitley, Miss Verna
Whitney, Mr. Arthur
Wright, Mr. & Mrs. Glenn
Waterman, Mr. T. T.

Y
Young, Mr. & Mrs. James P.

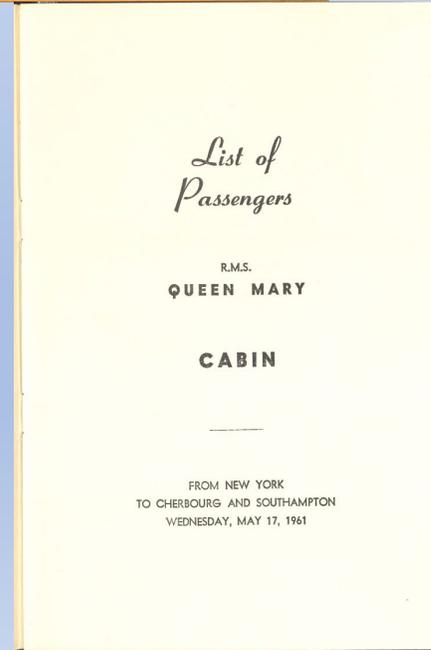
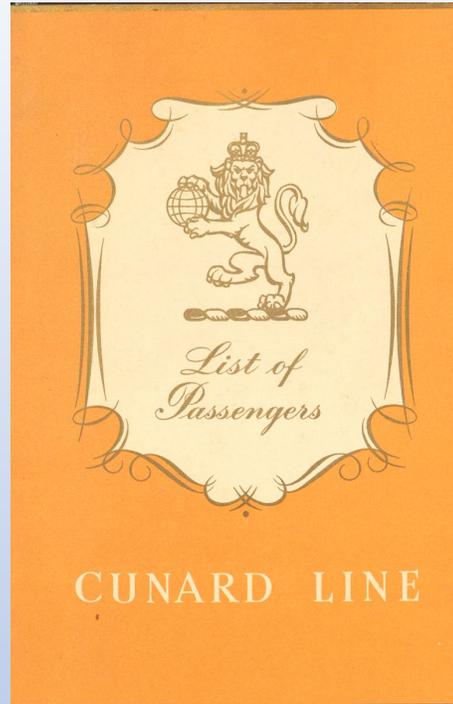
Z
Zocolla, Mr. Otto
Zocolla, Mrs. Marie
Zocolla, Master Albert

1961 cabin class passenger list from the QUEEN MARY

2020.39.16 A cabin class passenger list from the QUEEN MARY's voyage of May 17, 1961 from New York to Southampton. Cabin class was a more affordable way to experience the luxuries of sea travel to Europe, and this list presents a fascinating cross-section of people.

Romare Bearden was a well-known African-American artist from New York. The year 1961 was a successful one for him; he sold a painting to the Museum of Modern Art in New York, along with several other pieces at a major show. He had previously studied art in Paris, and he and his wife Nanette were using the proceeds to travel to Europe for the months of May to June to visit Paris, Italy, and Switzerland. Nanette was a dancer, model and artist who later founded and directed the Nanette Bearden Contemporary Dance Theater.

Other passengers on this list are Dr. John E. Bordley, head of otolaryngology at Johns Hopkins; Noble J. Puffer, the longtime superintendent of schools for Chicago; Dr. Cora L. Handwork, a school superintendent from Pennsylvania, and her sister Edna, who were world travelers; and Léon Zitron, a well-known French television journalist, traveling with his wife Jacqueline.



LIST OF PASSENGERS	
Mrs. Phyllis Adams	Mr. Robert Westley
Miss Caroline Adams	Bothamley
Mr. Ignacio Aguilar Cuevas	Mrs. Bothamley
Rev. W. G. Aldridge	Mr. A. R. Bowen
Mrs. Selma Almfelt	Mr. John F. Bradbury
Mr. Elmer P. Anderson	Mrs. Bradbury
Mrs. Anderson	Miss Virginia Braddock ✓
Mrs. Josephine Anzelmo	Mr. Gerald Bremmer
Dr. E. O. Asher	Mrs. Bremmer
Mrs. Asher	Mr. John Brown
Dr. Clifford Noel Ault	Mr. D. Burke
Mrs. Ault	Mrs. Burke
	Mr. Ford Bush
	Mrs. Bush
Dr. Henry Baby	Mr. Charles Cadlolo
Mrs. Baby	Mrs. Cadlolo
Mr. Steve Bacan	Sñr. Ramon Aragon Calvert
Mrs. Bacan	Mr. T. I. Card
Mr. Yahya Bakhtiar	Rev. C. Leonard Carty, M.B.E.
Mrs. Ethel Barry	Mrs. Carty
Mrs. Sue Barton	Mr. Harold Chadwick
Mr. T. S. Baynes	Mrs. Chadwick
Mr. Romare Bearden	Miss Edith Chapek
Mrs. Bearden	Miss Etta Chapek
Mr. Edgar Beazley	Mrs. Naomi Chapman
Mrs. Jessie Beesley	Mr. Hilmar B. Christianson
Mrs. Catherine M. Bell	Mrs. Marvis C. Christianson
Mrs. Margaret Belser	Mr. Viktor Chulkov
Miss Betty Bernstein	Mrs. Chulkov
Mr. Sam Bloch	Miss Elena Chulkov
Mrs. Bloch	Mr. E. A. Clark
Miss Jean Bloch	Mr. George Clark
Miss Gloria Bloch	Mrs. Clark
Mrs. Sonia Bloch	Prof. Jacques Clere
Dr. Willard B. Bloemendal	Mrs. Clere
Mrs. Bloemendal	Miss Nellie J. Coffrin
Miss Dolly W. Booth	Mrs. Harold Conklin
Dr. John E. Bordley	Miss Evelyn Conklin
Mrs. Bordley	