A NEW WAY TO THE OLD WORLD

NEW YORK-MEDITERRANEAN-ADRIATIC SERVICE

OF THE CUNARD LINE
A NEW WAY TO THE OLD WORLD

NEW YORK-MEDITERRANEAN-ADRIATIC SERVICE of the CUNARD LINE

COPYRIGHT, THE CUNARD STEAMSHIP COMPANY, LTD., 1905
CATTARO AND ITS WONDERFUL LAND-LOCKED HARBOR
Through the Mediterranean

So many routes to the Old World are open to the traveler of today that he has come to expect to be put down on foreign shores where the way is shortest and most direct to the places he is to visit. In a decade the "beaten tracks" of Europe have been greatly extended because of the facility with which her Mediterranean shores are reached. Naples is now as well known to American sea-goers as Liverpool, while the Southern Atlantic route into and through the Mediterranean is rivaling the North Atlantic as an ocean highway.

The steamships employed in the New York-Mediterranean-Adriatic service of the Cunard Line are all new, twin-screw, of the modern roomy type, from 10,000 to 13,600 tons, fitted with bilge keels and all devices for safety and comfort.

The stops which these steamships make at Gibraltar open the way to Spain, the land of the Hidalgo and the Moor, the country where medieval romance and splendor reached their most glorious development. It is a less distance to Madrid from Gibraltar than it is from Paris, and the Pyrenees do not have to be crossed. A short sail in a local steamer takes the traveler from Gibraltar to Algeciras—the little Spanish coast town that is the terminus of the railway—from whence it is but a few hours' journey to Seville with its gorgeous Alcazar, its superb cathedral and its world-famed Giralda tower (the model for that which adorns Madison Square Garden in New York City). Granada and the peerless Alhambra lie to the eastward of Seville, and no tourist in Spain
should pass them by unseen. The charm of this magic palace of medieval romance can not be briefly described; the beautiful language of Washington Irving alone does it justice. To the northeast of Granada, on the shores of the Mediterranean, is Palos, the ancient seaport from which Columbus sailed, its chief claim to distinction being the forced and unwilling aid it gave the great discoverer. Cordova and Toledo are other interesting Spanish cities that lie between Gibraltar and Madrid, which should be visited by the tourist before proceeding to the Spanish capital. The chief sights of Madrid are the Escurial (a great suburban royal palace built by Philip II.) and the Royal Art Gallery, in which are hundreds of the finest specimens of the Spanish, Italian and Flemish schools of art.

Portugal, on the Atlantic coast of the Spanish peninsula, is most easily reached from Gibraltar. Lisbon, the capital, at the mouth of the Tagus, has much to attract the traveler, Oporto is interesting, and the northern portion of the country is mountainous and strikingly picturesque.

Gibraltar is nearest of all Europe to the coast of Africa, and regular steamships sail from there frequently to Tangier and Algiers. The quaintest and most picturesque portion of the African continent is thus within easy
and convenient reach. Tangier, the capital of Morocco, is peopled by the descendants of the Moors whom the "haughty dons" drove out of Granada. Algiers, now a French colony and a famous winter resort, still possesses a good sized Arab town, though there are now so many distinct foreign quarters in the city that it has become a rival to Alexandria in its cosmopolitan character.

Italy has been for years the European terminus for the direct Mediterranean services, and Naples is still the port for which most Americans set sail. The Italian peninsula contains too much of interest to be passed lightly and hastily by, for in this land of antiquity and art there are too many monuments and shrines that must be visited. Rome heads the list, and there are besides, Naples with Mt. Vesuvius and Pompeii, Genoa and its Campo Santo, Milan and its magnificent cathedral, Florence and its art palaces, Venice and its Rialto and its Grand Canal, Turin, Bologna, Mantua, Verona, Ravenna, Pisa, and many other places whose fame is world-wide and ever-enduring.
London, Paris and Berlin are prominent capitals of Europe, but they are the capitals of today, while Rome is the world's capital for all time, and no American tourist can say that he has "seen" Europe who has left the "Eternal City" off his itinerary.

All these the Cunard New York-Mediterranean-Adriatic service marshals before the transatlantic traveler in the easiest possible way—by transporting him directly to the nearest ports.

Around the Italian Peninsula

But the Cunard Line does more than bring the traveler to Gibraltar and Italy. Recognizing the desire of American tourists to find and visit new ports and places of interest, and knowing that the Adriatic has much to offer that is as yet a closed book to them, the Cunard Company extends its regular Mediterranean service to include the journey from Naples through the Straits of Messina, around the extremities of the Italian peninsula and up through the Adriatic Sea to the Austria-Hungarian ports of Trieste and Fiume. This extension will prove to American travelers that heretofore Europe has been by them but half visited. They will be landed on the threshold of countries really fresh to travelers from the Western Hemisphere. Americans may think they have toured Europe thoroughly, but there has been in reserve—perhaps unknown to them—this most fascinating region, containing a marvelous variety of peoples, of odd customs and costumes; with an unrivaled splendor of rocky cliffs and picturesque gulls, a wealth of beautiful old cities of fine architecture, and of attractive coast towns where the Lion of St. Mark yet gazes from arch and tower and the whole atmosphere is still redolent of that charm of romance which the rule of Venice bequeathed to every spot where the banner of that republic floated.

The Cunard Line has given to travelers a new sea, one of surpassing beauty, and, in Istria, Dalmatia and the other
countries of the Balkan peninsula, a new region of travel. It has made the path direct and short to the great cities of Austria-Hungary and to those of Southern Germany, to the Tyrol and Switzerland and their manifold attractions; to—in short, the whole of Central Europe. It has opened new and quicker ways to the Orient, and lands the passenger for Constantinople where he will have the shortest possible railway trip to that Oriental corner of Europe.

**Through the Adriatic Sea**

The journey to Italy can not be said to be an unfamiliar one. It is beyond Naples that the traveler becomes an explorer in unknown seas. Thence the new route turns to the south, and the course is past the plain of Pompeii and the "Little Riviera," where Castellamare, Sorrento and other white towns, half buried in orange groves and the gray of the olives, look down from steep cliffs to the bluest of waters. Capri, lovely mountain island, stands on the right as the steamship turns across the Bay of Salerno, where Amalfi clings about its bold ravine. The sail on is down the coasts of Campania and Calabria, where names of gulf and cape and inland mountain read like ancient history or mythological tradition. The island of Stromboli, with its active volcano, is an interesting sight shortly before the narrow Straits of Messina are entered, between the Italian and Sicilian shores, where Scylla and Charybdis made things unpleasant for the early navigators. Without pausing and with none of the superstitious fear which these "horrid monsters" of old inspired in the Phoenicians and their immediate
successors, the steamship speeds on between the cities of Messina and Reggio, passes close to the vast mass of Mt. Aetna with its forest-clad slopes and snow-crowned summit, and enters the Ionian Sea, here turning eastward around the most southerly point of Italy, Cape Spartivento. The Gulf of Taranto is passed, Cape Santa Maria di Leuca is rounded, and the course is set north, for the Adriatic Sea has been entered. Off to the east lie Turkey, Corfu and the Ionian Isles, Greece and her treasures of art. The Italian coast is close by at the left, but it is an unfamiliar coast to Americans.

More than five hundred miles of Italian seacoast separate Brindisi and Venice. Brindisi is the ancient Brindisium, known to Roman history as the spot where Caesar besieged Pompey, and where Virgil died. Farther north, along this Italian coast, lie the roadstead of Barletta and the Gulf of
Manfredonia. Ancona, with its Byzantine ruins and its triumphal arch to the Emperor Trajan; Loreto, with its great ruined Roman amphitheatre, occupy prominent positions hereabouts, the latter town boasting as its chief treasure the famous "Chiesa della Casa Santo" (said to have been the Saviour's house and to have been brought hither from Nazareth). A few miles from Ancona is Pesaro, once the seat of art and literature, famous as the birthplace of Rossini and containing an excellent museum with many relics of Tasso.

A short distance north of Pesaro is San Marino, the oldest and smallest independent republic in the world, founded during the reign of Diocletian. It has an area of only thirty-two square miles, in which there are five villages, and a total population of about 8,500. Its capital, of the same name as the republic, is perched on the crest of a mountain overlooking the Adriatic
Sea, at a height of 2,635 feet. Rimini, twelve miles north of San Marino, prides itself that here, upon a stone pedestal still shown to travelers, Julius Caesar harangued his troops after crossing the Rubicon. The city possesses two remarkable Roman antiquities—the bridge of Augustus, of five white marble arches, begun by that emperor and finished by Tiberius, and still in good preservation; and the Porta Romana, a triumphal arch erected in 27 B. C., in honor of the Emperor Augustus.

Ravenna, once on the shores of the Adriatic, now on a marshy plain four miles from the sea, claims an age greater than that of Rome, and during a part of its history more than rivaled that city. Under Theodoric the Great it attained so high a degree of splendor as to call itself “Ravenna Felix.” Today it seems far apart from modern life and is more of a museum than a city. It is filled with relics of the early Christians. There are still gorgeous cathedrals, churches and temples, and also the splendid mausoleums of the Emperor Theodoric and the poet Dante. Between Ravenna and Rimini lies the Pineta, the greatest and most ancient pine forest in Italy, which stretches a distance of more than twenty-five miles along the shore of the Adriatic. Midway between Ravenna and Venice is the delta of the Po, the mightiest of Italy’s rivers, with a length of more than four hundred miles. Venice, “Queen of the Adriatic,” needs no introduction to Americans except by
sea, and this comfortable method of travel is now possible by the Cunard steamships to Trieste, where local steamers connect for the short run between these two ports. Though Venice has lost much in glory and importance since the sixteenth century, she has gained much in romantic estimation. Her architecture is still unrivaled. Where other Italian cities have each ten to twelve structures upon which their claims to architectural fame are based, Venice numbers her specimens by hundreds, and residences of simple citizens are sometimes as artistic as the palaces of the proudest nobles. No other city has possessed such superb architectural types as the Venetian palaces of the early part of the sixteenth century.

The Cunard steamships call at Trieste, the port of Austria, and proceed thence around the end of the Istrian peninsula to Fiume, the port of Hungary, at the head of beautiful Quarnero Gulf. At either of these ports it is but a step ashore to find both familiar and unfamiliar Europe. Here is the dividing line between the traveled and untraveled portions of the continent. To the west are the "beaten paths;" to the east and south lie unknown lands. Trieste and Fiume are the nearest of all ports to the heart of Europe, and upon the threshold of a little visited region of surpassing natural beauty, in close touch with a near East full of color, quaintness and art. A network of railways leads through the land, and
well-appointed coasting steamers ply to and from all parts of the Adriatic. The Balkan peninsula is opened up; Servia, Bulgaria, Roumania, Turkey and Greece are quickly reached. The Austria-Hungarian provinces of Istria, Dalmatia, Herzegovina, Bosnia, are close at hand, with Montenegro and Albania, and make ideal tourist haunts.

To the Heart of Central Europe

SEVEN miles from Fiume is the Istrian town of Abbazia, queen of Adriatic shore resorts, grown of late to be a meeting place for European sovereigns, and in whose palatial hotels and villas the royalty and nobility of Europe love to gather. Yachts from all ports make their headquarters here in the lovely Quarnero Gulf, and there is a perfection of sea and mountain scenery and an equability of climate that outrivals even those of the French Riviera. From modern Abbazia and its vineyards, laurel groves and exquisite gardens, it is a great change to Pisano in the high rocky interior. This medieval town seems to possess nothing way. It perches on beetling crags above a wild

Market Place—Agram
300 feet below, plunges suddenly and forever into a chasm which keeps the secret known only to the prisoner of Jules Verne’s familiar romance. Another famous Istrian town is Pola, where Austria-Hungary has its important naval harbor, and where the latest inventions of marine warfare stand side by side with the ruins of immense palaces, temples and an arena of Roman origin and construction.

The Austria-Hungarian Empire, for the first time reached direct from New York by the Cunard service, is inexhaustible ground for the tourist. It is the second largest country in Europe, has even more mountains than Switzerland, and is first among all lands in the number, variety and value of its mineral springs. Whether in search of scenery or art, antiquity or advancement, health or pleasure, travel or rest, the tourist will make no mistake who spends his leisure here. More than all this, he will find a land peopled with no less than fifty different races, clad in their picturesque and distinctive national dress and preserving their national life, a kaleidoscopic cosmopolitan panorama found nowhere else on this planet.
The capitals, Vienna and Budapest, rank with the finest cities on earth. Vienna has kept its old inner town as the aristocratic quarter, and surrounded it with the famous Ringstrasse, the world’s most remarkable and beautiful specimen of modern street architecture. This city is particularly rich in the possession of valuable paintings, having superb public galleries that contain thousands of the best works of the great masters, and with private collections that are unequaled. Her great universities attract scientists from all nations. There is good music everywhere.

Budapest is rich in art, in architecture, in fine buildings new and old, and in great parks. This Magyar city is rarely beautiful. The Danube curves gracefully about the level town of Pest, while on the opposite side of the river is Buda, the hill city, with its palace-crowned heights. Budapest is a splendid modern city. There is a magnificent royal palace, and huge parliament buildings, in gothic style, covering four acres of ground, proclaimed as the most beautiful government edifices in the world. But Budapest’s most striking features are her modern municipal improvements. In these respects she leads the world. She had underground trolleys and subways when New York was planning hers; great steel bridges span the
Danube, and telephone service has here reached its greatest advancement, with the latest and most improved instruments. The Hungarians are fond of music, and Hungarian gypsy bands play at the hotels and all functions.

In sharp contrast to this picture of municipal progress are the great Hungarian plains around Debreczin, a vast expanse of grazing country containing enormous herds of splendid Hungarian cattle, watched over by herdsmen clad entirely in skin garments, exact prototypes of the ancient Huns who overran Europe in the beginnings of the Christian Era.

Other nearby cities there are that are full of interest. Such are the capitals of Servia, Bulgaria and Roumania. Belgrade today is mainly a new town, but in an old atmosphere. Its people remain true to the national dress, and its women of the highest rank appear in public with their hair braided about the red caps of the country, and wearing the jaunty embroidered zouave jackets, while its officers are gorgeous in showy uniforms and huge hats. Sofia is one of the rapidly growing towns of the world, and has in the parliament palace
the handsomest structure in this part of Europe. Bucharest possesses a wealth of modern architecture which includes some remarkable examples of modern art, as expressed in the Byzantine and Art Noveau styles.

On the direct line from Budapest to Belgrade are the interesting towns of Szedegadin and Sabadka. A delightful day's trip by steamer is from Belgrade down the Danube through the defiles of Kazan to Orsova, in which vicinity days may be spent visiting the many points of interest, and at which towns are to be seen the most beautiful costumes in Europe, worn by the Roumanians. Hercules-Baths—a few miles below Orsova—is the Saratoga of Hungary. Just below Orsova—a morning's drive—is the interesting island of Adda-Kaleh, and just below here are the Iron Gates of the Danube. Orsova is famous for its caviar.

Transylvania, locally called Siebenburgen, the most easterly section of Hungary, is a wild and mountainous country, into which, 500 years ago, it was necessary to transplant colonies of Germans from the Rhine provinces to make of this land Europe's bulwark against the advancing hordes of Asiatics. It is today populated with the descendants of these emigrants, calling themselves Saxons and still retaining the distinctive characteristics of the Teutons.
Besides these people there are the more primitive races in their native costumes, namely the Szecklers, Roumanians, others of lesser importance and wandering tribes of gypsies. Throughout Transylvania are great herds of buffalo, which furnish meat and milk and are utilized as draft animals by the inhabitants.

To those who might wish to include Russia in their trip, the way to Odessa and the Black Sea is easy and pleasant. From thence the railway journey through the heart of European Russia to Moscow and St. Petersburg will be found novel and interesting.

Tyrol, the Alpine province of Austria, is fast rivalling Switzerland in the favor of tourists, and many experienced travelers are indeed giving it preference. Its scenery is even wilder and more picturesque. There are rugged and precipitous mountain peaks, wild romantic mountain lakes, idyllic valleys, great forests of pine and fir, and often green meadows and fruitful orchards. The majestic Dolomites are directly across from Trieste at the southern end of Tyrol. On the south side of the Brenner Pass the traveler is taken through a district rich in verdure, shaped by great chestnut trees, with many health resorts and charming lakes far down to the borders of Italy. No other part of the Eastern Alps can boast of such deep and wild gorges or such magnificent high mountain roads, reaching a height on the Stelvio Pass or "Stilfser Joch" of 9,000 feet above
sea level, this being the highest mountain road in Europe. Innsbruck, the capital, owing to its being upon one of the main thoroughfares between Eastern and Western Europe, is in direct railway connection with all the other European capitals. The climate of Innsbruck is invariably fine, pleasantly warm in summer, and dry, cold, clear and invigorating in winter. The resources of this city are all that the most exacting can ask; many fine hotels, a great university, theatres where operas and plays are produced, museums of art and literature, musical concerts frequently given by fine military bands, excellent streets and attractive public buildings, and a well equipped tourist information bureau. The latter institution gives much valuable assistance to tourists visiting the Tyrol. Landeck and Meran, other interesting towns, are charmingly located and in their vicinity are many of the choicest panoramas of mountain scenery in the world. There are many splendid tours through the Tyrol, and though the higher peaks of this region are difficult to climb they are not inaccessible to climbers of ordinary ability. Thus the Tyrol is an unsurpassed mountain country in its attractiveness for all classes
of visitors. Its climate is marvelously healthful, its hotels are among the best in Europe, and travel thither and within its limits is neither lengthy nor difficult. It is an ideal spot for a European summer or winter sojourn.

The Dalmatian Coast and Beyond

BEGINNING at Fiume there is a mighty bulwark of islands many hundreds in number, ranging from a few rods to fifty miles in length, extending down the Dalmatian coast as far as Ragusa, one of the most beautiful of coast towns, full of stately architecture, set in a luxuriance of semi-tropical vegetation, and destined to become a world’s winter resort in the near future. In and out between the rocky and picturesque islands the coasting steamers pursue their sheltered routes for trips that may be continued as far as the island of Corfu.

The character of Dalmatian scenery is suggested at once by two names often given to the country in guide books, “The Norway of the South,” “The Switzerland of the Sea.” But Dalmatia is Dalmatia. Of its other fascinating coast cities it may be said as of Cattaro: “Winged lions extend their length over all the gates, massive balconies hang above the narrow
streets, stately houses, rich with covered fronts and sculptured coats of arms, set time and decay at defiance." Centuries of a prosperous Venetian rule have left an ineffaceable mark on shores already rich with Roman structures. The massive Roman ruins are fairly well preserved, especially in Spalato. This is easily the strangest town in existence for it is built inside the immense palace of Diocletian. The streets everywhere are crossed by great gray arches, and walls and towers rise above the modern houses where temples and imperial residences have been utilized as they stand.

The Falls of Kerka are reached from Sebenico. The Bocche di Cattaro is the most imposing sight of the coast, and surely the most altogether magnificent and lovely fjord in the world. Its sheets of blue water, five in number, large enough to hold all the navies of the globe and much of the merchant marine, are shut in between cliffs and mountains of sublime grandeur that call to mind the mighty fjords of the North; but here, wherever there is a slope or strip of shore, white houses nestle in the dense vegetation of the South, or white towns cluster about their old churches, making the fjord like another but vastly more majestic Como. It is a sail of a lifetime to
pass through channel after channel under the stupendous rocks, and through haven after haven until, far inland, Cattaro is reached. This most southerly outpost of Austria-Hungary is in the shadow of the famous principality of Montenegro, a land that has been likened to a stormy sea suddenly frozen into stone. In the occasional clefts or “bowls” of the surface of the mountain land are patches of soil, green oases, the homes of the handsomest race on earth. These giant and splendidly-formed men stalk about in the national dress of a long white coat, belted with a crimson sash which contains a whole arsenal of weapons, flying skirts revealing blue knee breeches and white stockings embroidered about the ankles and up the back, and fastened with copper hooks and eyes. Montenegro is perhaps best known to the world because of the beautiful Queen of Italy being a daughter of the patriarchal prince who has his court in Cettinje.

Through all this land there is a wonder of zigzag roads and magnificent views, the latter including the mysterious mountains of Albania, the least civilized country in Europe and therefore in some ways the most interesting. Albania’s inhabitants array themselves in fantastic garb. Despite this grotesqueness of costume, however, the Albanian, even in rags, bears himself with such dignity and courtliness that he has acquired the name of the “first gentleman of Europe.”
The Austria-Hungary-governed provinces of Herzegovina and Bosnia are model states, and travel in them is perfectly safe despite their recent history of bloodshed that parallels the condition of Macedonia today. Under the domination of Austria-Hungary there is peace and safety; under that of the Turk there was rapine and slaughter. In the charming cities of Mostar, Jajce and Sarajevo, East and West meet. Electric cars dash swiftly by mosques of rare workmanship, and fine modern buildings are overshadowing Oriental courts and gardens. The Austria-Hungarian government has established excellent hotels in the cities of these provinces and health resorts among the mountains and near the cataracts of this attractive land. Throughout these Balkan states the picturesque garb of the people is unceasing in its novelty. There are red and yellow turbans, the blue and white of the national dress of Dalmatia, rich embroideries on linen, satin and velvet, the brilliantly clad Turk, and the veiled and trousered woman of the East.

Janina, in European Turkey, is an easily reached city of ancient splendor that has heretofore been considered far off from ordinary travel routes. This, the capital of the ancient province of Epirus, is more famous in modern times as being the residence of Ali Pasha, whose massive castle and magnificent harem, now in ruins, occupied commanding sites on promontories jutting out in the picturesque Lake of Janina. On the opposite shore of this lake once stood ancient Dodona and its famous temple.

Constantinople, like Rome, is built on seven hills, and this diversified surface, covered with numerous palaces, mosques,
minarets, gardens and cypresses, presents an aspect marvelously picturesque and impressive. The city occupies the whole of a triangular peninsula, having the Golden Horn, an inlet of the Bosphorus, on the North. Across this inlet, and connected with the city by bridges, is the populous suburb of Galata-Pera, where foreigners reside, and where the embassies and legations are located. A mile distant across the Bosphorus is the Asiatic city of Scutari. The commanding geographical position of Constantinople makes this city the key of Eastern Europe and Asia Minor. Native Constantinople is distinctly Oriental in character. There are many superb mosques and several museums. The government buildings, though large and imposing, are generally unpretentious. The Grand Bazar, which consists of connected covered streets and shelters more than 3,000 little shops, is a great attraction to visitors.

Greece must not be overlooked in mentioning the countries conveniently reached by the Cunard service. Corfu, the most northerly of the Ionian Isles, lies just at the entrance to the Adriatic, and these important Grecian islands extend in a southeasterly direction for more than a hundred miles. Local
steamers sail down past these lovely shores, around the end of the mainland, and through the Grecian Archipelago, amid the "Isles of Greece," of which Byron wrote:

"The Isles of Greece, the Isles of Greece,
Where burning Sappho loved and sung,
Where grew the arts of war and peace,
Where Delos rose and Phoebus sprung—
Eternal summer gilds them yet,
But all, except their sun, is set."

to the Piræus, the port of Athens. The antiquity of Greece is its chief charm. The cities of Athens, Argos, Thebes, Sparta and Corinth were founded as early as 200 B. C. In all of them are to be found splendid but ruined specimens of ancient Greek art and architecture, while the excavations that are being made are continually unearthing new treasures. The climate of Greece is warm and delightful, the clear and cloudless sky has been justly celebrated, and the perfect transparency of the atmosphere adds much to the attractiveness of its scenery and the charm of its ruined temples.

**Extended Tours and Return Trips**

**THE** Cunard New York-Mediterranean-Adriatic service furnishes the only first-class steamship route direct to the entrance to central Europe. For those who wish to travel through the European continent numerous routes are available, and attractive itineraries for a holiday tour may be laid
out combining some of the new fields with the beaten paths to Paris, to the German cities, and to London and the British Isles. Innsbruck, Meran, St. Moritz in the Engadine, and all the summer and winter pleasure grounds of these Alpine regions, are closer to Trieste than to any other port. Baireuth, Munich, Oberammergau, Nuremberg, Prague and Carlsbad lie almost as near the Adriatic as they do to some of the Northern ports. The Adriatic coast, sheltered as it is by the Tyrolean and Dinaric Alps, which close in upon its shores from the Tyrol down to Ragusa, furnishes everything desirable for winter retreats, as well as for sojourns at all other seasons. It is only a lamentable lack of knowledge of the climate, temperature and beauty of the Dalmatian coasts and the novelty of the region, of the comforts of the hotels, the convenience of the railways and coasting steamers, and of the grandeur of scenery in the interior of the peninsula, that has so far kept Americans from seeking out such a land of delight, even though it has been out of the way. The Cunard New York-Mediterranean-Adriatic service has proved to those who have tried it to be the most perfect means of gaining what an American wants abroad; the diversion of great cities, the centers of art, the winter and summer resorts of the Old World at their best, the acquaintance of diverse peoples, of the finest mountain scenery in Europe, and the sort of novelty that comes where the ways and customs of centuries are still reverenced.

Stop over privileges are granted at the several intermediate ports giving opportunities to those who wish to devote a certain amount of time to a particular section or country. Circular tours through Europe may also be obtained. For those travel-
ers who wish to proceed on to Egypt, India, China, Japan, Australia, etc., joint service arrangements between Cunard Peninsula and Oriental, and Orient services simplify by through bookings the journey of the traveler.

This service is of wide value commercially, providing a regular all-water route to ports nearest the heart of Central Europe for the economical transportation of American manufacturers and food products to lands which need them, and in return to bring back those things which these lands are best equipped to supply. This is a great opening for American commercial enterprise.

The Cunard service also furnishes the ideal trip for the business man or the brain worker who would sail from New York to New York and let the sea work its cure while stops at port after port prevent any monotony.

To those who should wish to return to America by sea direct, the westward route of the Cunard steamships offers further attractions. After leaving Fiume the course holds along the Dalmatian coast for a considerable distance, turning toward the Italian shore when opposite Viesti, near the Gulf of Manfredonia. After rounding the "boot" of Italy and repassing the Straits of Messina, the steamship coasts along the northern shore of Sicily to Palermo, the chief city of the island. The site of Palermo is so charming that it has been called "Concha di Oro" (the Shell of Gold). The interior of Sicily is mountainous and strikingly beautiful. Near the eastern coast rises Mount Aetna with its vast mass, more than 80 miles in circumference and 10,872 feet above the surface of the Mediterranean, dominating the scenery from every viewpoint.

From Palermo the steamships proceed to Naples, thence via Gibraltar to New York through the Mediterranean and by the southern route across the Atlantic.
CUNARD LINE
The Oldest Trans-Atlantic Steamship Line

The steamships of the Company have for over sixty-five years borne an unequaled record for the safety and comfort of their passengers.

New York-Liverpool Service (via Queenstown)

*CARMANIA 20,000 tons  †CARRONIA . 20,000 tons
LUCANIA . 13,000 tons  CAMPANIA . 13,000 tons
UMBRIA . 8,200 tons  ETRURIA . 8,200 tons

*Triple-screw, the largest turbine steamship in the world.
†Sister to Carmania, except as to engines.
(Fastest and most luxurious of Leviathans.)

Boston-Liverpool Service (via Queenstown)

SAXONIA . 14,300 tons  IVERNIA . 14,100 tons
SYLVANIA . 5,600 tons

New York-Mediterranean-Adriatic Service

CARPATHIA . 13,600 tons  SLAVONIA . 10,600 tons
PANNONIA . 10,000 tons  ULTONIA . 10,400 tons
Also CARONIA for special winter trips

There are building for the Cunard Company, two quadruple-screw turbine steamships, designed to be the largest and fastest ever undertaken.

The Cunard Steamship Co., Ltd.

New York  Boston  Chicago  Minneapolis
Liverpool  London  Glasgow  Queenstown  Paris
Agencies at all principal ports and cities