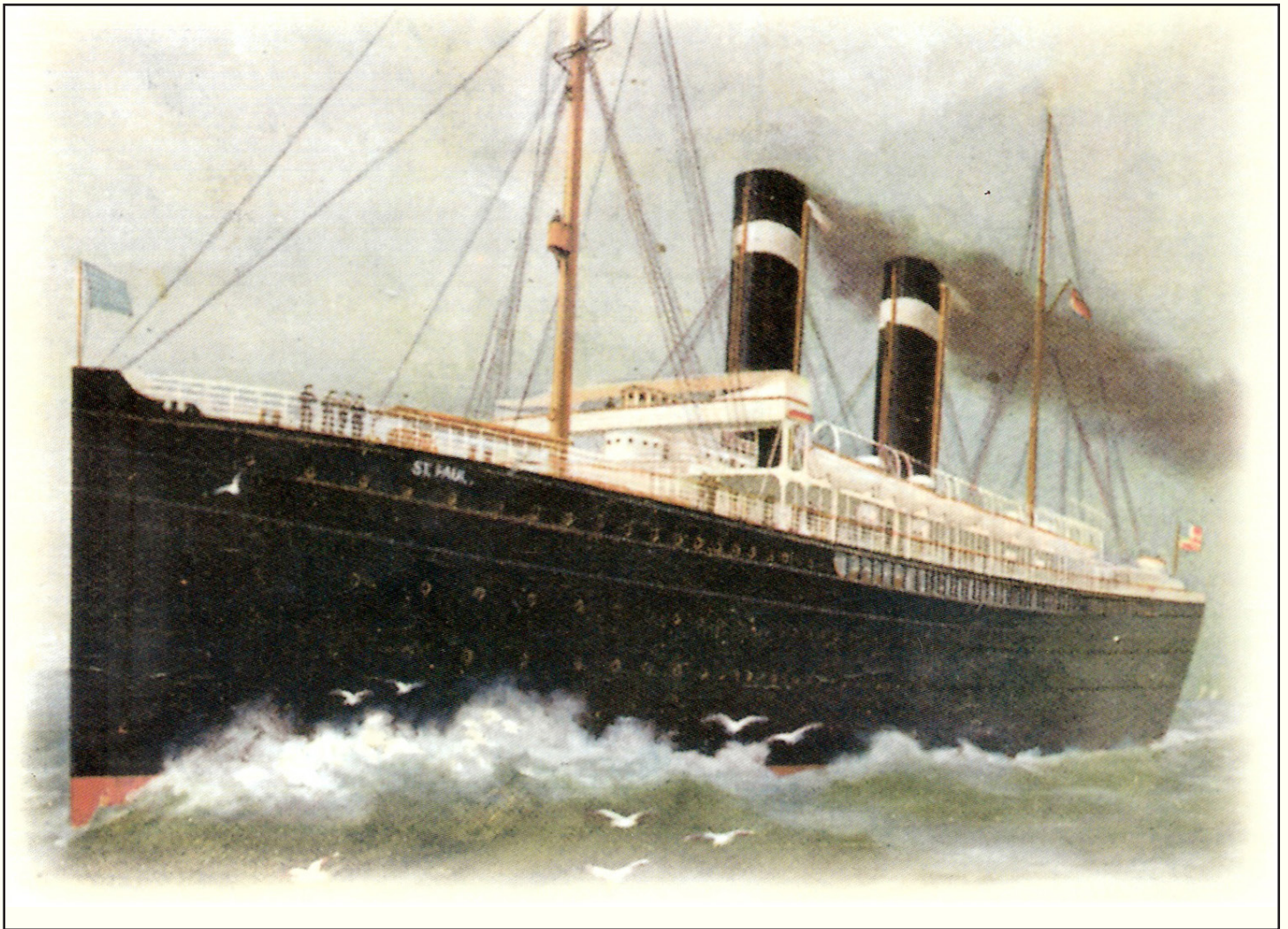


THE ★ AMERICAN ★ LINE

TWIN SCREW STEAMSHIP

S.S. ST. LOUIS



1902 BROCHURE FOR NEW YORK AND SOUTHAMPTON

MEET YOUR CAPTAIN



CAPT. F. M. PASSOW

It is not so much a matter of sentiment as a sensation of safety that leads ocean travelers to select a vessel captained by one with whom they have been brought in personal relations, and in whose seamanship they have the greatest confidence. When a captain has once been assigned to the command of a vessel that bridges in five days the two hemispheres he has reached a rank that has been won over hardships and obstacles that few men in other walks of life are called upon to encounter and overcome. His qualifications for the post have been so exhaustively tested that the company feels every assurance in giving him a command over a flying force of probably fifteen thousand tons, carrying within its bulk sometimes as many as two thousand persons. It is rare, indeed, that the judgment of the companies in selecting their commanders has been shown to be unsound.

The custom of late years has brought the captain more into social relationship with the saloon passengers. It is quite a privilege to be seated at the captain's table, where, instead of playing the part of host, he is treated more as an honored guest. He meets the passengers on his tours of inspection about the ship, and if the voyage is quite free from fogs, gales, and other dangers that require his almost constant presence on the bridge, he can give part of his spare time to some of the cabin and deck diversions. The American tourists especially have a high regard for the friendship of a captain under whom they have made several trips.

Captain F. M. Passow, of the American Line steamship St. Louis, entered the service of the Inman line as a British subject twenty-five years ago.

When the Inman line came under the control of the International Navigation Company, and the Government Subsidy Act required that all commanders of the American line should be American citizens, Captain Passow adopted this country as his legal residence.



He has been in charge of the St. Louis for three years. He was the chief officer of the City of Paris, on her eventful trip from Southampton, in March 1890, when an explosion of the starboard engine threatened to sink the vessel off the Irish coast.

Captain Passow was the navigating officer of the Harvard, with the rank of commander, during the Spanish-American War.

THE FINEST SHIP



The St. Louis is an example of what may be accomplished by American ship builders. It is the largest and finest steamer ever built in the United States, and ranks with the best products of foreign ship yards.

Anxious that nothing should be left undone which could add to human safety, the International Navigation Company stipulated that the St Louis should be constructed on the principle of safety first, comfort and speed afterward. In the St Louis are 17 water-tight compartments, separated by transverse bulkheads extending from the keel to the saloon deck and rising 18 feet above the load water line. Such is the buoyancy secured by this method of sub-division that the ships are practically unsinkable.

While the primary consideration was safety, comfort was not neglected, and its speed has considerably exceeded the Government requirement of 20 knots per hour.

The St. Louis is a twin screw ship and is propelled not by one screw and one engine alone, but by two screws and two engines, either of which might be disabled without impairing her efficiency, except by temporarily reducing her speed. There are five decks: promenade, saloon, upper, main, and orlop decks, the three first-named are plated from end to end.

The life-boats are out of sight from the promenade deck, but are carried on the awning deck, where they can be got at and launched much more easily than elsewhere, and there are no fewer than thirty-four of them.

In summing up on the score of safety, then, there need be no hesitation in affirming that human prescience could go no further than it has in our new ocean greyhound.

EXQUISITE DESIGN

The general effect of Mr. Furness's decorative scheme, which is graduated and harmonized through the various saloons, is novel and striking. Brilliance has been secured by the employment of light and definite coloring and general openness and lightness of form; gold leaf and effects usually associate with "floating palaces" have been disregarded. The entire scheme of decoration for the ship is one of light and serviceable color.

The second consideration is the provision for the comfort of the passengers, and in that respect the citizens of the most luxurious nation on earth are not likely to be disappointed with what has been done for them on the vessels flying their own flag. "Give me the luxuries of life and I will dispense with the necessities," said James Russell Lowell. In the St Louis, the luxuries have been reckoned as being the necessities, and though other ships have been described as floating hotels, the expression as applied to them is up to date in its significance, for they duplicate afloat the resources of their most modern contemporaries ashore.

Electric lights everywhere, of course—twelve-hundred of them—and electric bells in such profusion that one can hardly reach out one's hand without touching one. And in the matter of ventilation, also, great improvements have been made under a new system by which, while a current of fresh air is driven into every compartment, an exhaust withdraws from every room that which has been breathed.

THE PROMENADE DECK

Imagine a promenade, cleaner than the cleanest of Parisian boulevards, twice five hundred and fifty-four feet long, as a place of rest or exercise, provided with comfortable extension chairs and sheltered from sun and rain by the awning deck. Not only is the space extraordinary, but several features have been introduced which every experienced ocean traveler will recognize as part of a scheme of comfort, with which he will be impressed more and more as he explores.

Think of the exhilaration of a stroll on this promenade deck, with the restorative breath of the Atlantic blowing upon one, and the crisp, gladsome sea turning from gold to silver, as it does when the moon creeps out of the East before the sun has dipped into the West.



Promenade Deck

THE PROMENADE DECK

The first-cabin smoking room for gentlemen is on the promenade deck, and it has every comfort a passenger could desire. Rich dark-mahogany paneling covers the walls, as in the very best men's clubs ashore, and the furniture is covered in dark leather. The carvings enhancing the smoking room deal with the Bacchic origin of wine and the Indian origin of tobacco.

The magnificent smoking room, with seats for nearly one hundred, with lounges and easy chairs, and with a large buffet, is quite isolated from the staterooms and the saloons; therefore, he that enjoys his "weed" may smoke in peace without trespassing on the comfort of those who do not share his taste.



First Cabin Smoking Room

The drawing room, or social hall, for ladies and non-smokers is executed with an emphasis on lightness and comfort. The drawing room is graced with silk tapestries and silk-paneled walls; the predominant tone is yellow with an abundance of floral patterns. The rugs and carpets give the impression of flower beds.



Ladies Drawing Room

Ladies and children find rest and quiet in the drawing room, with its softly cushioned divans, upholstered in light brocade of delicate figurement. The windows are gracefully draped with silken tapestries, and electric bulbs in the paneled ceiling softly illuminate the cabinetwork in ivory finish. This room is also provided with an excellent piano.

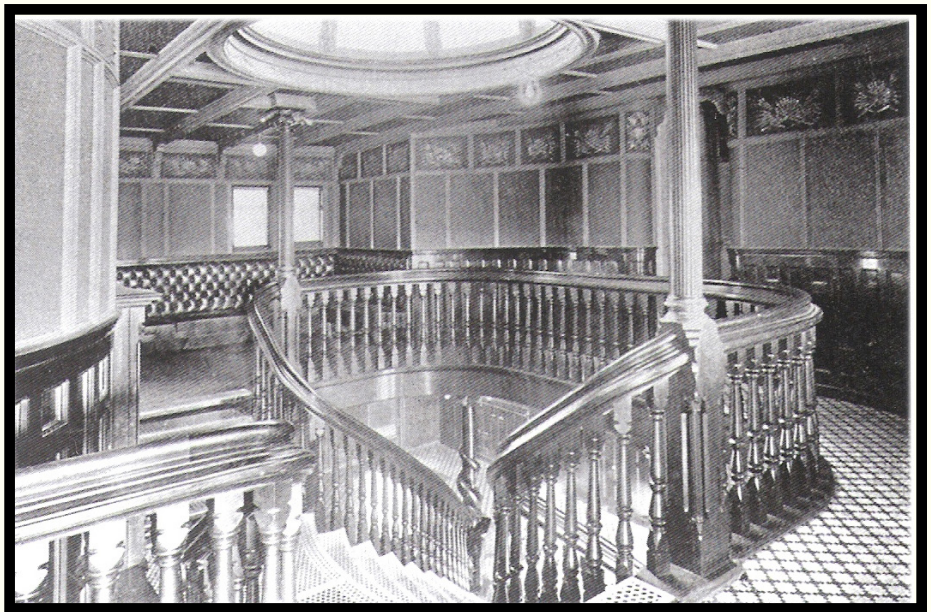
Windows at the forward end command a fine view of the deck where one may watch the progress of the ship.

THE SALOON DECK

From the drawing-room and smoking-room on promenade deck, we descend by the sweep of the grand stairway onto the saloon deck.

The rich appearance of the dark mahogany employed on the graceful sweep of the main companion--the central stairway--makes the entrance hall particularly striking, and the comfortable leather-covered seats afford a pleasant lounge in all weathers. The broad vestibule on the saloon deck also serves to separate the dining saloon from the library.

In the hallway surrounding this staircase are the rooms of the purser and chief steward, easily accessible to passengers.



Companion Stairway

The first cabin library is a magnificent room finished in oak. The prevailing color is sepia, which contrasts nicely with the glass-doored oak book cases lining the walls. It is furnished with writing tables and comfortable seats.

It is the largest apartment ever devoted to library purposes on a trans-Atlantic steamer. The bookshelves contain over one thousand choice works of literature, which are available to passengers at all times.



Library

Care has been exercised to cover a wide field of literature in the selection of the works that adorn the shelves, and one may thus be assured that his or her taste in reading has been catered to.

No more cheerful episode can occur to one than to pass out of the darkness of the night into this apartment where innumerable incandescent lights are burning, like so many golden-yellow chrysanthemums.

THE SALOON DECK



First Cabin Saloon

On the deck below the promenade is the First Cabin dining saloon whose spacious proportions can accommodate 366 persons, the ship's entire complement of first-class passengers, with seats at one time. This apartment is situated where there is the least motion—amidships, between the two funnels—and is lighted from above by a huge paneled dome of glass, artful in its curving proportions and color treatment, and extending the full length of the saloon. This dome, which has attracted universal admiration, extends to a height of 20 feet, with an arch span of 53 feet.

At the sides of the room, in place of the usual contracted port holes, are large rectangular windows assuring perfect ventilation. Small tables in place of the long ones so often found on trans-Atlantic steamers, have made the saloon unusually cozy in appearance. The table appointments are in keeping with the luxuriousness displayed elsewhere, and linen, glass, china and silver are of the highest quality and most tasteful patterns.

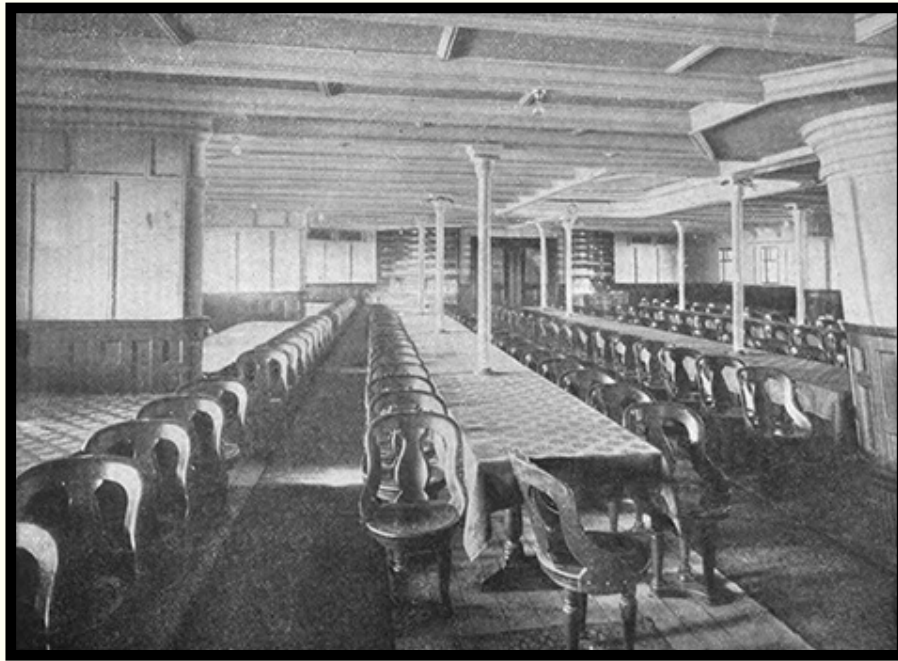
The key-note of the decorative scheme throughout the ships is brilliance, and the light has been preserved by avoiding dark colors. The whole tone of the dining saloon is one of refinement. The wood employed is white mahogany, and the panels supporting the enormous glass dome represent sea nymphs disposed in attitudes of playful sports of the sea.

Two strikingly beautiful works of sculpture by the famous artist, Karl Bitter, adorn the ends of the saloon and are placed in the arched spaces under the glass dome. In the after space is a figure of Neptune grasping his trident in an attitude of supremacy over the tumultuous waves among which he is seated. At the forward end is a spirited scene, the principal figure of which is a graceful mermaid whose outstretched arms sustain the gallery of the saloon and above which are to be seen the gilded pipes of the great organ.

THE SALOON DECK

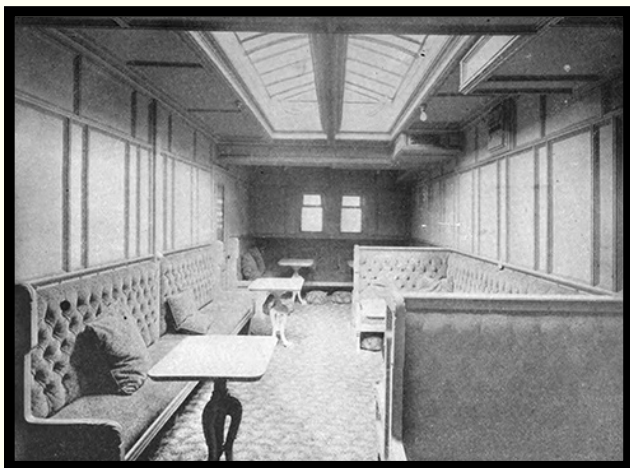
Behind the main saloon are the pantries—separate ones for both the first and second-class. On these vessels, the kitchens—carefully isolated—constitute an interesting department. Models of modern convenience and cleanliness, they are under the command of experienced chefs who prepare appetizing and varied menus.

Behind the pantries is the second-cabin saloon, also an unusually large room, and fitted with revolving chairs at the tables instead of the usual settees. The tables in this saloon, as in the first-cabin saloon, run lengthwise of the ship. There is seating accommodation for 210 passengers. Special stewards and stewardesses are assigned to the Second Cabin, who give the passengers the same care and attention as is received in the First Cabin.



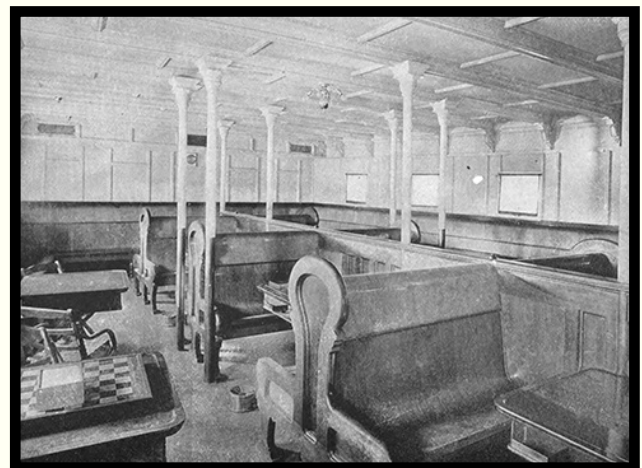
Second Cabin Dining Saloon

The ladies' sitting room is tastefully finished in cherry, with paneling of appropriate colors.



Second Cabin Ladies Room

The second class smoking-room, which is furnished in birch and cherry, is one of the most attractive rooms on the ship.

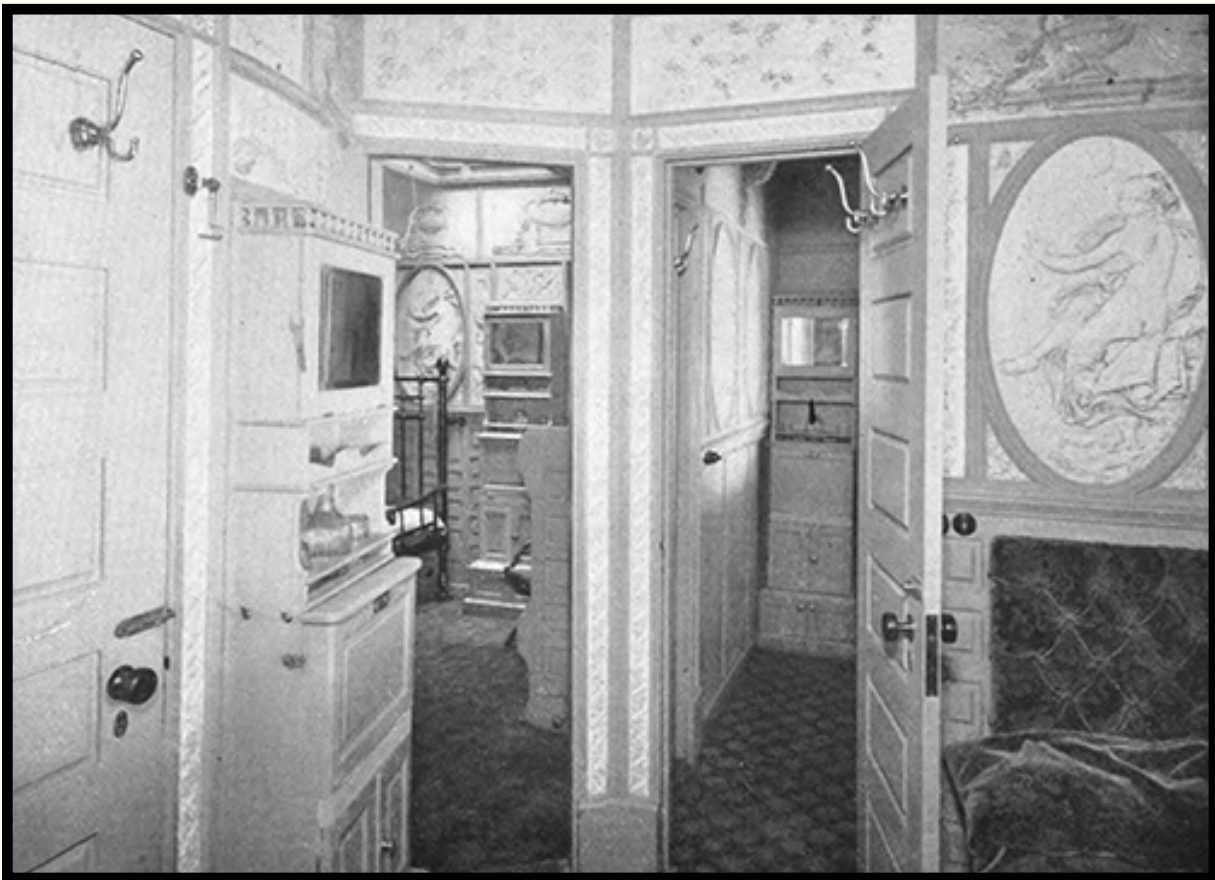


Second Cabin Smoking Room

STATEROOMS

The suites of rooms are fully equal in luxury, and in size, to those of the Paris and the New York, and occupying one of them, with its private sitting room, bedroom, dressing and bath room, one can easily believe himself to be in a hotel instead of being at sea. The decorations are the most artistic, and are in soft, yet rich effects, produced by the rarest woods and the most costly upholstery. In the suites, as in nearly every stateroom on the ship, there are wardrobes, closets and lockers for the bestowal of the passengers' belongings, as well as the most ingenious and hygienic toilet arrangements.

The color scheme for the upholstery of the first-cabin staterooms is steel blue for one deck and old gold for the other. These rooms are of an unusual size, and as a rule are painted white. The ironwork is in sight in them, and, in the interest of absolute cleanliness, there has been no effort to cover it up with wood-work or useless decorations. The white paint makes an attractive room, and the color of the fittings gives a sufficient variety to the eye to make the rooms most pleasing.



First Cabin Suite

In cold weather fresh air is heated by means of ventilators near the top and the bottom of every apartment; the passenger may regulate the temperature and the ventilation as he chooses. By this superior system the inner rooms of the ship are as comfortable as the outer ones, the only difference between them being that the occupants of the outer rooms may get a glimpse of the water from the port holes.

OTHER CABINS

The second-class rooms are placed immediately abaft the first-class, the quarters for third-class passengers being forward and aft of the first and second-class cabins. In reality the second-class apartments are as comfortable and as well ventilated as the first-class quarters on many other vessels, and their fittings are most attractive.

The steerages are without doubt unexcelled on the Atlantic. They are lighted and heated by the same process as is used for the first- and second-cabin compartments. The berths are metallic with spring bottoms; and nearly all the steerages are fitted up in rooms. Tables and seats are provided in each compartment; and the pantries being on the steerage deck, ensures promptness in serving the food. The steerage lavatories and water closets are of the most approved design.



Third-Class Dining Saloon



Steerage Cabin

The captain has his room, and all the officers have theirs, with a commodious mess room besides, on the awning deck adjacent to the bridge, which is equipped with telegraphs communicating with every other department of the ship, with the engine room, with the after wheel-house, with the bows, and with every point to which it may be necessary to send an order. Everything that the science of navigation has evolved to insure perfection may be found here, the newest steering gear, and the most modern of instruments—all, too, instantaneously accessible to the whole navigating staff, which practically is never off watch.

The passenger capacity of these ships is:

First cabin: 350

Second cabin: 200

Steerage: 800

The crew numbers about 400.



Purser's Room

THE AMERICAN LINE



Located at Pier 14, the largest Steamship Pier in New York,
at the foot of Vesey and Fulton Street.

BERTH RESERVATIONS

In order to secure rooms or berths most favorably located, it is at all times advisable, but particularly during the Spring and Summer season, to apply as early as possible to any of the General Offices of American Line, or to one of the Company's numerous agents in any of the principal cities of the United States and Canada, specifying the steamer the applicant desires to take. These agents will send upon application, a cabin plan of the steamer, and designate the vacant berths or rooms from which choice can be made.

Cabin berths are not considered engaged unless secured by paying a deposit of 25 percent; no deposit, however, to be less than \$25. The balance of passage money must be paid not later than ten days before sailing, and if it is not then paid the berths will be otherwise disposed of.

American Line return tickets are good for passage from Europe by the American Line from Southampton. Round trip tickets are available for return passage from Southampton as may be desired.

PASSPORTS

Passports are not necessary in most European countries, but naturalized citizens of the United States, and travellers generally, frequently find it to their advantage to carry with them this evidence of their citizenship. They are useful as a means of procuring admission to certain places of interest, and also for identification at banks or post offices. Passports may be procured by application to the State Department at Washington, or to the cabin passenger office of the American Line, 6 Bowling Green, New York.

AMERICAN CUISINE

The cuisine is a feature to which the management devotes special attention. Only the best culinary artists are engaged as cooks, and no expense is spared to provide an exceptionally good and liberal table. The steamer is supplied with all the delicacies of the season, and it is said by old and experienced travelers that the cuisine and attendance on the steamers of the American Line are equal to that of any first-class hotel in Europe or America. The wines, liquors and cigars are of the finest quality. They have been carefully selected and are sold on board at extremely moderate prices.

Seats at table on the American Line can be reserved when Berths or Staterooms are secured, or from the Second Steward after embarking. Nurses and children are served separately.

The meal hours are: Breakfast, 8-10 a.m.; Lunch 1 p.m.; Dinner, 7p.m.; Childrens' meals in the saloon an hour earlier. 2d class: Breakfast, 8:30 a.m.; dinner, 1 p.m.; Tea, 5 p.m.; Supper 9 p.m. At eleven o'clock each morning, trays of sandwiches are handed 'round. Sandwiches of various kinds are kept on a sideboard in the Smoking Room all day.

STEAMER CHAIRS

Passengers may secure, for the nominal sum of 50 cents, the exclusive use of a Steamer Chair for the trip. These Steamer Chairs are owned by the American Line, and are of the most approved and comfortable design. They can be secured as well for the return voyage, and passengers who have crossed with their own chairs will at once appreciate not only the saving of expense, but of trouble and annoyance in looking after the chairs from the time they are purchased until they are finally stored at home.

ON-BOARD SURGEON

Each steamer carries an experienced Surgeon, and medicines and attendance are gratuitously supplied to those who require them. Special care has been exercised throughout the ship to have the sanitary and drainage systems the most complete, and on the latest principles in every respect. The hospitals are well placed at both ends of the ship, isolated from all passenger compartments, and fitted up in the most approved manner.

STORING VALUABLES

The Company is not responsible for theft if valuables are kept in the State Rooms. Money, jewelry, etc., can be handed to the Purser for safe keeping.

BATHS AND LAVATORIES

Bath Rooms and lavatories are provided for the use of cabin passengers, who can arrange for hot or cold baths at any time by applying to the Bed Room Steward. The Bath Rooms are thoroughly ventilated, lighted and heated, and are convenient of access.

BAGGAGE



Avoid overloading with unnecessary articles and packages, taking only what is absolutely essential. Cabin passengers are allowed twenty cubic feet of personal baggage free of charge. Extra baggage will be charged for at the rate of 25 cents a cubic foot. Avoid extra large trunks. All articles wanted during the voyage should be put in a steamer trunk, which should not be higher than the space under the sofa in the State Room. Larger trunks are not allowed in the State Rooms but are stowed in the Baggage Room. All trunks and hand baggage should be provided with a tag giving the name of passenger, number of cabin, name of steamer, and whether or not the trunk will be wanted during the voyage. Tags can be obtained from the offices of the Company or from its agents. Passengers may send their baggage to the piers two days before sailing, but it must be plainly marked with the passenger's full name.

NEW YORK/SOUTHAMPTON

Sailing from New York, steamers of the American Line proceed direct to the Empress Dock at Southampton, and suffer no delays from tides. Passengers land on terra firma, and find waiting on the pier, alongside, a special train, the Eagle Express, which will convey them to London in about one hour and forty minutes. This train is provided with smoking rooms, lavatories and toilet rooms.

Returning by American Line, the steamers sail from Southampton every Saturday at noon. The last special train from London leaves Waterloo Station, every Saturday at 9.40 A. M., and lands the traveler alongside the steamer. The customary amount of baggage is conveyed from Waterloo Station and put on board the steamer at Southampton without trouble or expense to passengers. Sailing at noon Saturday during the Summer and Autumn season, and when on the short track, passengers should be able frequently to dine at New York on Friday evening.



Empress Dock, Southampton

MONEY

Before leaving America, passengers should provide themselves with sufficient English or French money (gold or bank notes) to pay incidental expenses upon arriving at Southampton. This may be obtained at the Company's office, New York, or at the pier on day of sailing, one of the Company's own employees being in attendance at the pier on sailing days for the purpose of exchanging money for passengers. One of the safest and most convenient methods of carrying funds for use abroad is in demand drafts, which may also be obtained at the Company's Office, or through their agents, and are payable at practically all banking towns throughout Great Britain and Ireland, and at a number of points on the Continent of Europe. Any drafts not used will be refunded by the Company or by the agent through whom purchase was made.

BELL TIME

The twenty-four hours are divided on board ship into seven parts, and the crew is divided into two parts or watches, designated Port and Starboard Watches. Each watch is on duty four hours, except from 4 to 8 P. M., which time is divided into two watches of two hours each, called Dog Watches, by means of which the watches are changed every day, and each watch gets a term of eight hours rest at night.

First Watch: 8 P. M. to Midnight
 Middle Watch: Midnight to 4 A. M.
 Morning Watch: 4 to 8 A.M.
 Forenoon Watch: 8 A. M. to noon

Afternoon Watch: Noon to 4 P. M.
 First Dog Watch: 4 to 6 P. M.
 Second Dog Watch: 6 to 8 P. M.

The bell is struck every half-hour to indicate the time as follows:

1 Bell 12.30 AM	1 Bell 8.30 AM	1 Bell 4.30 PM
2 Bells 1.00 AM	2 Bells 9.00 AM	2 Bells 5.00 PM
3 Bells 1.30 AM	3 Bells 9.30 AM	3 Bells 5.30 PM
4 Bells 2.00 AM	4 Bells 10.00 AM	4 Bells 6.00 PM
5 Bells 2.30 AM	5 Bells 10.30 AM	1 Bell 6.30 PM
6 Bells 3.00 AM	6 Bells 11.00 AM	2 Bells 7.00 PM
7 Bells 3.30 AM	7 Bells 11.30 AM	3 Bells 7.30 PM
8 Bells 4.00 AM	8 Bells 12.00 PM	4 Bells 8.00 PM
1 Bell 4.30 AM	1 Bell 12.30 PM	1 Bell 8.30 PM
2 Bells 5.00 AM	2 Bells 1.00 PM	2 Bells 9.00 PM
3 Bells 3.00 AM	3 Bells 1.30 PM	3 Bells 9.30 PM
4 Bells 6.00 AM	4 Bells 2.00 PM	4 Bells 10.00 PM
5 Bells 6.30 AM	5 Bells 2.30 PM	6 Bells 11.00 PM
7 Bells 7.30 AM	7 Bells 3.30 PM	7 Bells 11.30 PM
8 Bells 8.00 AM	8 Bells 4.00 PM	8 Bells 12 00 PM

THE MAIL ROOM

In a house by itself, a very modern feature of the ship, is situated the mail sorting-room and mail clerks' rooms. It is well known that this ship is under contract with the Government to carry the trans-Atlantic United States mail, and everything is most conveniently arranged for this purpose.

The mailroom is situated in the after hold, and is reached by a special hatch for this use only. The mail sorting-room is fitted up as is usually the case in post offices on land and the mail will be sorted there while in transit.

International Navigation Company
 73 Broadway, New York

Tariff of First Cabin Fares TWIN S.S. ST. LOUIS

FROM SOUTHAMPTON up to JULY 31st and after NOV. 3rd

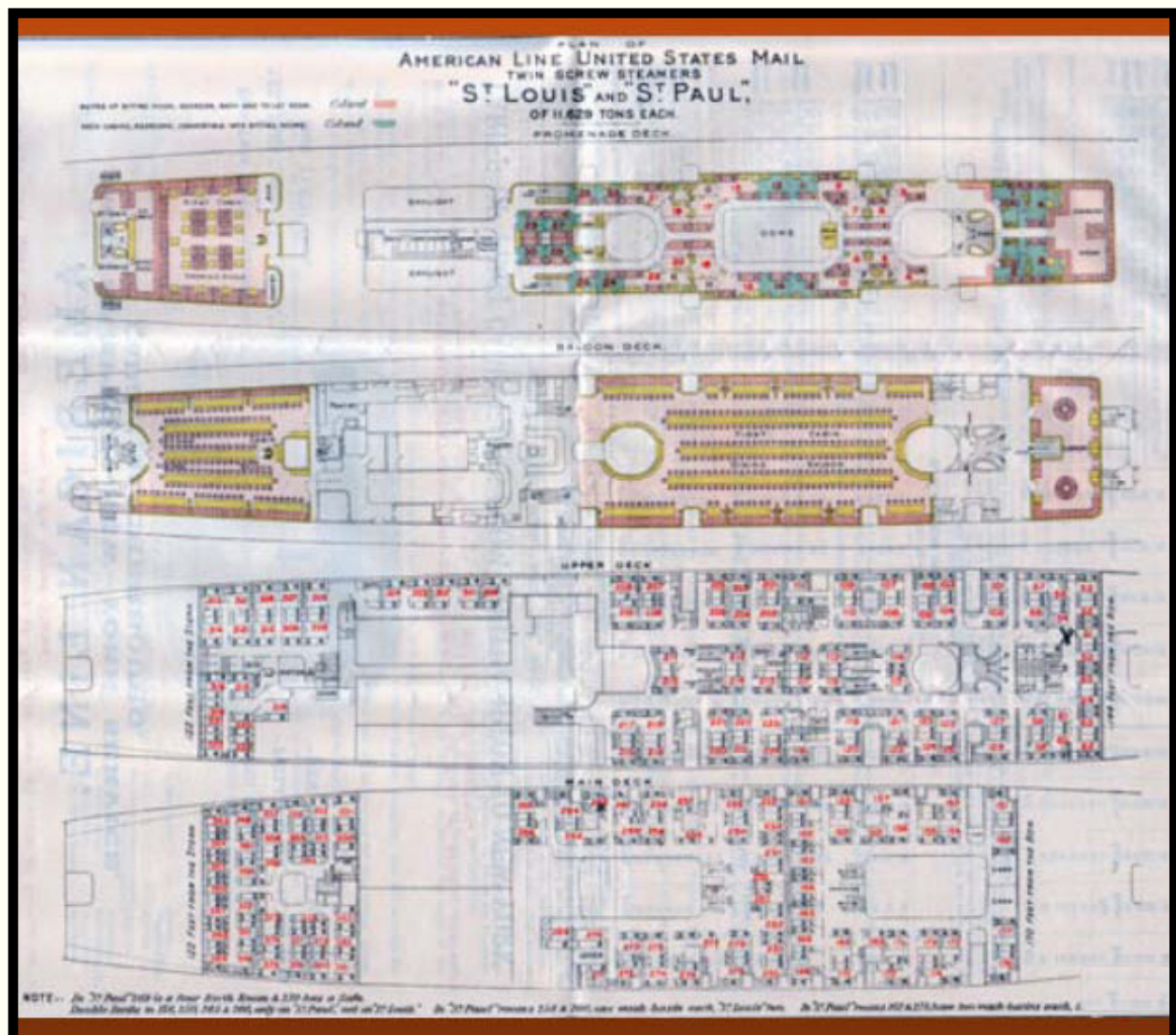
From NEW YORK up to APRIL 18th and after JULY 25th

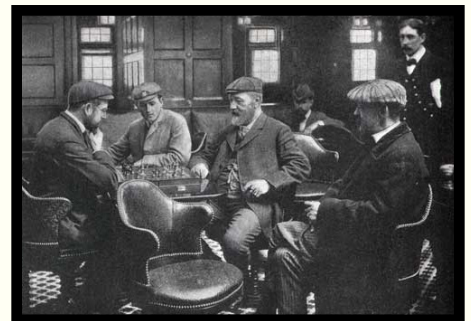
	FOR 1 ADULT	FOR 1 1/2 ADULT	FOR 2 ADULTS	FOR 2 1/2 ADULTS	FOR 3 ADULTS
PROMENADE DECK	Per Room				
SUITES of Sitting Room, Bedroom, Bath and Toilet Room (3-5, 4-6, 7-9, 8-10, 15-17, 16-18, 19-21, 20-22)	£80	£90	£105	£150	£115
DECK-CABINS with Private Bath and Toilet Room (A, B)	65	70	75	80	85
DECK-CABINS with Private Bath and Toilet Room (1, 2)	65	70	75	80	85
DECK-CABINS 3, 4, 9, 10, 15, 16, 21, 22	55	60	65	70	75
if with Private Bath and Toilet Room	65	70	75	80	85
DECK-CABINS 5, 6, 7, 8, 17, 18, 19, 20	40	45	50	55	60
if with Private Bath and Toilet Room	50	55	60	65	70
DECK-CABINS 11, 12, 13, 14	45	50	55	---	---
DECK-CABINS 23, 24, 25, 26	40	45	50	---	---
DECK-CABINS 27, 28, 29, 30	35	40	45	50	55

UPPER DECK					
Outside Rooms	Per Room		Each	Per Room	Each
107, 128	35	42	25	55	20
55, 60, 105, 111, 118, 124, 203, 222	27	32	22	47	17
53, 57, 58, 62, 101, 103, 109, 120, 122, 126, 201, 205, 207, 209, 216, 218, 220, 224	25	30	20	44	16
Inside Room	Per Room		Each	Per Room	Each
102, 108, 110, 119, 121, 127	22	27	18	40	15
56, 59, 104, 106, 112, 113, 116, 117, 123, 125, 202, 204, 206, 208, 210, 212, 213, 214, 217, 219, 221, 223, 225	18	21	15	34	13
50, 51, 52, 63, 64, 65	16	18	13	31	---
54, 61, 114, 115, 211, 215	15	18	12	---	---

MAIN DECK					
Outside Rooms	Per Room		Each	Per Room	Each
153, 157, 161, 168, 174, 256, 277	20	24	17	38	14
151, 159, 170, 172, 176, 253, 255, 259, 261, 263, 264, 265, 272, 274, 276, 278, 280	18	21	15	34	13
Inside Room	Per Room		Each	Per Room	Each
152, 154, 155, 156, 160, 162, 163, 164, 165, 166, 167, 171, 173, 175, 177, 250, 283	16	18	18	31	12
251, 252, 254, 273, 275, 279, 281, 282					
168, 169, 257, 258, 260, 262, 266, 269, 270, 271	13	15	12	25	10

CABIN DECK PLANS





CREDITS

Page #	Image Title	Text Title	Source
Cover	American Line Red Text Banner		Flayhart, W.H. (2000). The American Line (1871-1902). New York, NY: W.W. Norton.
Cover	St. Louis ship		Flayhart, W.H. (2000). The American Line (1871-1902). New York, NY: W.W. Norton.
1	Capt. F. M. Passow (head)		George Grantham Bain Collection (Library of Congress). Call Number: LC-B2- 3395-9 http://www.loc.gov/pictures/item/ggb2005018633/
1	Capt. F. M. Passow (standing)		George Grantham Bain Collection (Library of Congress). Call Number: LC-B2- 3426-3 http://www.loc.gov/pictures/item/ggb2005018732/
1		General captain info. (top page)	A. I. M. (1902). Masters of the sea, town and country (ref: #8005) Retrieved from http://www.encyclopedia-titanica.org/masters-of-the-sea.html
1		Capt. F. M. Passow (bio)	A. I. M. (1902). Masters of the sea, town and country (ref: #8005) Retrieved from http://www.encyclopedia-titanica.org/masters-of-the-sea.html
2	S.S. St. Louis		Jacobson, A. (painter). (circa 1890). St. Louis Bound for England. [Painting]. Retrieved from http://www.vallejogallery.com/artists/J/Jacobsen,%20Antonio/St,%20LOUIS%20Bound%20for%20England/un%20framed%20email.jpg
2		St. Louis description (top)	International Navigation Company. (1898). American Line United States lines company. [Google Books.] Retrieved from New York: International Navigation Company.
2		St. Louis safety (bottom text)	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] Retrieved from https://books.google.com/books?id=U-0-AQAAMAAJ&pg=PA3&dq=international+navigation+company&source=gb_s_toc_r&cad=3#v=onepage&q=international%20navigation%20company&f=false
3	Promenade Deck		International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] Retrieved from https://books.google.com/books?id=U-0-AQAAMAAJ&pg=PA3&dq=international+navigation+company&source=gb_s_toc_r&cad=3#v=onepage&q=international%20navigation%20company&f=false
3		Mr. Furness	International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
3		Promenade Deck description	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] Retrieved from https://books.google.com/books?id=U-0-AQAAMAAJ&pg=PA3&dq=international+navigation+company&source=gb_s_toc_r&cad=3#v=onepage&q=international%20navigation%20company&f=false

CREDITS - 2

Page #	Image Title	Text Title	Source
4	First Cabin Smoking Room		International Navigation Company. (1898). American Line United States lines company. [Google Books.] Retrieved from New York: International Navigation Company.
4		First Cabin Smoking Room text (para. 1)	Fry, H. (1896). The history of North Atlantic steam navigation with some accounts of early ships and ship owners. London: Sampson, Lowe, Marston and Co. Retrieved from https://books.google.com/books?id=Q1IqAAAAYAAJ&pg=PR1&lpq=id=Q1IqAAAAYAAJ&pg=PR1&lpq=PR1&d-q=the+history+of+the+north+atlantic+steam+navigation&source=bl&ots=F9j4ZWcV7e&sig=Qn7SfP9uxIgqzKxlPJvx-mVymNDk&hl=en&sa=X&ved=0ahUKewjr5uyVp8LMA-hUIQSYKHUgIDn0Q6AEISDAM#v=onepage&q=the%20history%20of%20the%20north%20atlantic%20steam%20navigation&f=false
4		First Cabin Smoking Room text (para. 2)	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
4	Ladies Drawing Room		International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
4		Ladies Drawing Room text (para. 3)	Flayhart, W.H. (2000). The American Line (1871-1902). New York, NY: W.W. Norton.
4		Ladies Drawing Room text (para. 4)	International Mercantile Marine Company. (1908). American Line, New York-Southampton Service Facts For Travelers: American Line, Atlantic Transport Line, Dominion Line, Leyland Line, Red Star Line, White Star Line. Retrieved from http://www.gjenvick.com/SteamshipLines/AmericanLine/1908-NewYork-SouthamptonService.html#ix-zz47lLtbLcz
5	Companion stairway		International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
5		Companion stairway text (para. 1)	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
5		Companion stairway text (para. 2)	Unknown source information.
5		Companion stairway text (para. 3)	Fry, H. (1896). The history of North Atlantic steam navigation with some accounts of early ships and ship owners. London: Sampson, Lowe, Marston and Co. See URL from first listing of this source above.
5	Library image		Flayhart, W.H. (2000). The American Line (1871-1902). New York, NY: W.W. Norton.
5		Library text (para. 1)	Flayhart, W.H. (2000). The American Line (1871-1902). New York, NY: W.W. Norton.

CREDITS - 3

Page #	Image Title	Text Title	Source
5		Library text (para. 2)	International Mercantile Marine Company. (1908). American Line, New York-Southampton Service Facts For Travelers: American Line, Atlantic Transport Line, Dominion Line, Leyland Line, Red Star Line, White Star Line. Retrieved from http://www.gjenvick.com/SteamshipLines/AmericanLine/1908-NewYork-SouthamptonService.html#ixzz47lLtbLcz
5		Library text (para. 3)	Unknown source information.
5		Library text (para. 4)	International Navigation Company. (1897). The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
6	First Cabin Saloon image		International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
6		First Cabin Saloon text (all)	International Mercantile Marine Company. (1908). American Line, New York-Southampton Service Facts For Travelers. Retrieved from http://www.gjenvick.com/SteamshipLines/AmericanLine/1908-NewYork-SouthamptonService.html#ixzz47lLtbLcz
7	Second Cabin Saloon image		International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
7	Second Cabin Ladies Room		International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
7	Second Cabin Smoking Room		International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
7		Second Cabin text (para. 1)	International Mercantile Marine Company. (1908). American Line, New York-Southampton Service Facts For Travelers. Retrieved from http://www.gjenvick.com/SteamshipLines/AmericanLine/1908-NewYork-SouthamptonService.html#ixzz47lLtbLcz
7		Second Cabin text (para. 2)	International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
7		Second Cabin text (para. 3)	International Mercantile Marine Company. (1908). American Line, New York-Southampton Service Facts For Travelers. Retrieved from http://www.gjenvick.com/SteamshipLines/AmericanLine/1908-NewYork-SouthamptonService.html#ixzz47lLtbLcz

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Page #	Image Title	Text Title	Source
8	First Cabin Suite		International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
8		First Cabin Suite text (para.1)	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
8		First Cabin Suite text (para.2)	International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
8		First Cabin Suite text (para 3)	International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
9	Third class dining image		Unknown source
9	Steerage bedroom image		Flayhart, W.H. (2000). The American Line (1871-1902). New York, NY: W.W. Norton.
9	Purser's room image		Packard, W. (1904 May). Stewards of an Ocean Liner Above and Below Decks. The Book Lover's Magazine, 3(5), pages unknown. Retrieved from http://www.gjenvick.com/SteamshipArticles/SteamshipCrew/1904-05-StewardsOfAnOceanLiner.html#ixzz47utDjUTo
9		Other Cabins (para. 1)	International Mercantile Marine Company. (1908). American Line, New York-Southampton Service Facts For Travelers. Retrieved from http://www.gjenvick.com/SteamshipLines/AmericanLine/1908-NewYork-SouthamptonService.html#ixzz47lLtbLcz
9		Other Cabins (para. 2)	Fry, H. (1896). The history of North Atlantic steam navigation with some accounts of early ships and ship owners. London: Sampson, Lowe, Marston and Co. See URL from first listing of this source above.
9		Other Cabins (para. 3)	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
9		Other Cabins (para. 4)	International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
10	American line building image		International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
10		All text on page 10	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.

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Page #	Image Title	Text Title	Source
11		All text on page 11	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
12		All text on page 12	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
12	Empress Dock Southampton		International Navigation Company. (1898). American Line United States lines company. [Google Books.] See URL in first listing of this source.
12	Baggage Steward image		Packard, W. (1904 May). Stewards of an Ocean Liner Above and Below Decks. The Book Lover's Magazine, 3(5), pages unknown. Retrieved from http://www.gjenvick.com/SteamshipArticles/SteamshipCrew/1904-05-StewardsOfAnOceanLiner.html#ixzz47utDjUTo
13		All text on page 13	International Navigation Company. (1897).The American line. New York . . . to Southampton. Red Star Line. New York . . . to Antwerp. Facts for travelers. [Google Books.] See URL in first listing of this source.
14		All pricing tables	American Line. (1901). S.S. St. Louis and S.S. St. Paul, First Cabin Rates - Southampton - New York Service. Retrieved from http://www.gjenvick.com/HistoricalBrochures/AmericanLine/SouthamptonToNewYorkService/FirstCabin/1901-04-22/Tariff-FirstCabinFares-StLouisAndStPaul.html#axzz482KpudQp
15		All pricing tables	American Line. (1901). S.S. St. Louis and S.S. St. Paul, First Cabin Rates - Southampton - New York Service. Retrieved from http://www.gjenvick.com/HistoricalBrochures/AmericanLine/SouthamptonToNewYorkService/FirstCabin/1901-04-22/Tariff-FirstCabinFares-StLouisAndStPaul.html#axzz482KpudQp
15	St Louis Deck Plans image		Cabin Class Deck Plan, American Line T.S.S. St. Louis and St. Paul. Retrieved from http://www.gjenvick.com/HistoricalBrochures/AmericanLine/SouthamptonToNewYorkService/FirstCabin/1901-04-22/CabinDeckPlan-StLouis-StPaul.html#axzz482KpudQp
16	On the Promenade Deck image		Packard, W. (1904 May). Stewards of an Ocean Liner Above and Below Decks. The Book Lover's Magazine, 3(5), pages unknown. Retrieved from http://www.gjenvick.com/SteamshipArticles/SteamshipCrew/1904-05-StewardsOfAnOceanLiner.html#ixzz47utDjUTo
16	Four Women on Deck image		William M. Vander Weyde. (Photographer). (ca. 1900). Ocean Liner, SS St Paul [Photograph]. George Eastman House Collection. Retrieved from https://www.flickr.com/photos/george_eastman_house/2871162958/

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Page #	Image Title	Text Title	Source
16	Two women on deck image		Aboard the SS St Paul, 1898. Yesterday's Prints. Retrieved from http://yesterdaysprint.tumblr.com/post/125795298249/aboard-the-ss-st-paul-1898
16	Lady at Writing Desk image		Mayo, E. (1904). The Ethics of Ocean Travel. The Era Magazine, 14(3), 238-242. Retrieved from http://www.gjenvick.com/SteamshipArticles/TransatlanticShipsAndVoyages/1904-09-TheEthicsOfOceanTravel.html#ixzz4863hpsct
16	Steward Serving Tea image		Packard, W. (1904 May). Stewards of an Ocean Liner Above and Below Decks. The Book Lover's Magazine, 3(5), pages unknown. Retrieved from http://www.gjenvick.com/SteamshipArticles/SteamshipCrew/1904-05-StewardsOfAnOceanLiner.html#ixzz47utDjUTo
16	Serving Room		The organization of comfort at Sea - 1911 steamship crews. (1911). Cassier's Magazine, 15(7), 657-660. Retrieved from http://www.gjenvick.com/SteamshipArticles/SteamshipCrew/1911-11-TheOrganizationOfComfortAtSea.html#axzz486RROEGv
16	Steward's Band image		Packard, W. (1904 May). Stewards of an Ocean Liner Above and Below Decks. The Book Lover's Magazine, 3(5), pages unknown. Retrieved from http://www.gjenvick.com/SteamshipArticles/SteamshipCrew/1904-05-StewardsOfAnOceanLiner.html#ixzz47utDjUTo
16	Woman waving on deck image		Aboard the SS St Paul, 1898. Yesterday's Prints. Retrieved from http://yesterdaysprint.tumblr.com/post/125795298249/aboard-the-ss-st-paul-1898
16	Men in smoking room image		Packard, W. (1904 May). Stewards of an Ocean Liner Above and Below Decks. The Book Lover's Magazine, 3(5), pages unknown. Retrieved from http://www.gjenvick.com/SteamshipArticles/SteamshipCrew/1904-05-StewardsOfAnOceanLiner.html#ixzz47utDjUTo
16	Strolling on Deck image		Walden, C. (Photographer). (1902). Passengers promenading. Retrieved from http://www.atlantictransportline.us/content/32Minnetonka.htm
16	People at the docks image		Harper, W. (1904). Across the Atlantic for a song. The Era Magazine, 14(1), 39-40. Retrieved from http://www.gjenvick.com/SteamshipArticles/TransatlanticShipsAndVoyages/1904-07-CrossingTheAtlanticLikeASeasonedOceanVoyager.html#ixzz4863CgWPI