

Victoria's Island and the Belgian Beaches.

A NOTABLE BOSTON SHIPPING AND COMMISSION HOUSE.—THE WHITE-STAR LINE.—THE RED-STAR LINE.—OTHER PACKET LINES.



IN a long and honorable career, the firm of C. L. Bartlett & Co., ship-brokers, steamship-agents, and commission-merchants, 115 State Street, has won a place among the oldest and most reputable of the Boston shipping-houses. It was founded in 1849 by Mr. C. L. Bartlett (whose rural mansion is spoken of on p. 116); and its present head is Mr. Edward A. Adams, who has had many years of experience in dealing with ships and cargoes and seafaring men. This firm enjoys a large and growing maritime business, receiving consignments of vessels and merchandise, chartering and despatching vessels, loading and discharging cargoes, collecting freights, making advances on consignments, and in many other ways facilitating the movements of the great commercial mechanism of America and England. A very prominent department of their trade is the purchase and shipment of goods on foreign orders, for which their extensive American and foreign connections, and their long experience in the business, give peculiar advantages.

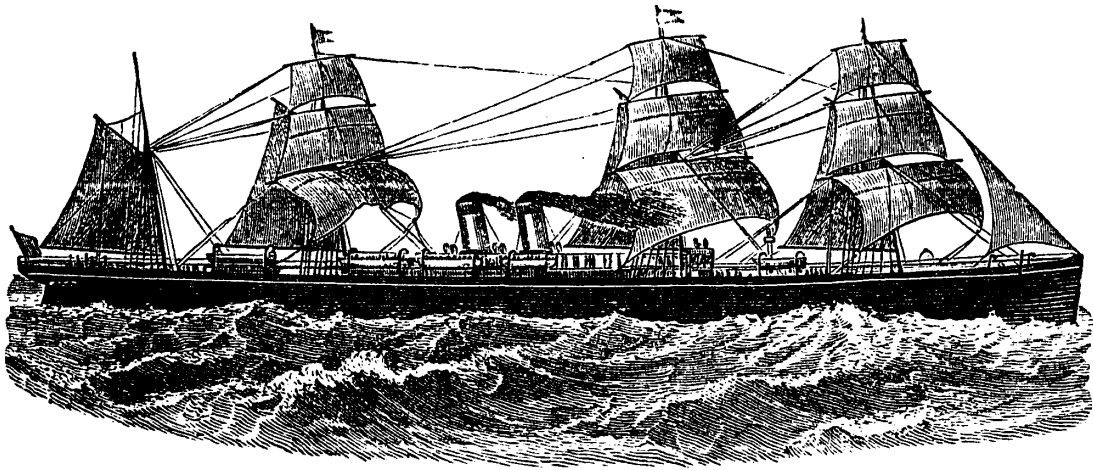
Messrs. C. L. Bartlett & Co. are agents for several important lines of steamships and sailing packets, bound outward from the American coast to all parts of the world; and the rates and accommodations for passengers and freight may be ascertained at their office. Among their packet-lines is the favorite one which runs between Boston and the Azores, that distant oceanic archipelago of perennial beauty, of late years so much visited.

The same firm also holds the agency of the Atlas Mail Steamship Line, running from New York to Jamaica, Hayti, Porto Rico, Venezuela, Colombia, Nicaragua, and the famous ports of the Spanish Main and South Pacific; the steamships to Havana and Mexico; and the Pacific Mail Steamship Company for California, the Sandwich Islands, Japan, China, New Zealand, and Australia. Outside of their ship-brokerage and commission trade, an important branch of the firm's business is in booking passengers and freight for Europe, by the famous White-Star and Red-Star Lines.

The White-Star Line, after ten years of successful operation, has come to be regarded as unsurpassed in speed, safety, and comfort. Their fleet includes the *Britannic*, *Germanic*, *Adriatic*, *Celtic*, *Baltic*, and *Republic*, all of them magnificent British-built vessels, with their luxurious saloons, state-rooms, smoking-rooms, etc., in the centre of the ships, and hence to a

remarkable degree free from motion and away from the annoying vibration of the screw. The passage has many times been made in less than $7\frac{1}{2}$ days, and will average about 8 days, to Queenstown. Notwithstanding this high and uniform rate of speed, safety is insured by a careful following of Lieut. Maury's lane routes, in latitudes free from ice and fog; by strict and solicitous cautionary orders to the officers; by perfect discipline on the part of the crews; and by an ingenious and efficient system of water-tight and fire-proof compartments, with self-closing doors. The grand saloon of these steamers is 75 feet long and 45 feet wide, with windows at the sides; and the spacious state-rooms are at either end of the saloon, both forward and amidships, and have electric bells and modern conveniences.

The most serious trouble with the White-Star steamships is, that the voyage is so soon completed; and as they round into the Cove of Cork, or



A Steamship of the White-Star Line.

run up St. George's Channel and into the Mersey, to great Liverpool, the American traveller hardly cares to leave their delightful accommodations, even to seek the towers of Westminster, or the gray walls of Rome.

The Belgian Royal Mail steamers of the Red-Star Line began to run in 1873; and their new British-built vessels, the *Waesland*, *Rhynland*, and *Belgenland*, are among the largest and fastest passenger-boats on the Atlantic, with state-rooms and saloons in the centre, where the least motion is felt, and provided with all the modern luxuries of travel. One of the seven Red-Star ships sails from New York (Jersey City) every Saturday, and in ten days runs into the River Scheldt, up which she advances for several hours, by ancient Flushing and the historic islands of Holland, until the vast lace-like spire of Antwerp Cathedral closes the vista on the east. This is much the best way for travellers bound for the Continent; since it lands them, after a direct voyage, within a few hours' railway ride of Brussels and Paris, and on the grand route by Mechlin and Cologne to Switzerland and Italy.