

INTERSTATE STEAMSHIP SERVICES



CAIRNS

AND

WESTERN AUSTRALIA

Delightful Cruises in Sunny Seas

FARES AND SAILINGS

1934

FLEET

Vessel	Tonnage	Classes Carried	Owners
T.S.S. KATOOMBA	9,500	1st, 2nd, 3rd	McILWRAITH McEACHARN LTD.
M.V. MANUNDA	9,200	1st, 2nd	ADELAIDE STEAMSHIP Co. LTD.
M.V. WESTRALIA	9,000	1st, 3rd	HUDDART PARKER LTD.
T.S.S. CANBERRA	8,000	1st, 2nd, 3rd	AUSTRALIAN STEAMSHIPS PTY. LTD. Howard Smith Ltd. Managing Agents.
T.S.S. KAROOOLA	7,500	1st, 2nd, 3rd	McILWRAITH McEACHARN LTD.
S.S. ORMISTON (Oil Burner)	6,000	1st	A.U.S.N. Co. LTD. Macdonald Hamilton & Co., Managing Agents.
S.S. ORUNGAL (Oil Burner)	6,000	1st	A.U.S.N. Co. LTD. Macdonald Hamilton & Co., Managing Agents.
S.S. DIMBOOLA	5,000	1st, 3rd	MELBOURNE STEAMSHIP Co. LTD.

Interstate Steamship Services

FAST EXPRESS PASSENGER SERVICE

Magnificent Modern
Motor Vessels and Steamers
between

MELBOURNE
MACKAY
ADELAIDE

SYDNEY
TOWNSVILLE
ALBANY

BRISBANE
CAIRNS
FREMANTLE

FARES and SAILINGS

GENERAL INFORMATION

CONTENTS

	Page		Page
Adelaide - - -	24	Melbourne - - -	24
Albany - - -	25	Passage Rates - - -	20
Australia (Map) - - -	14	Perth - - -	25
Barrier Reef Islands - - -	9	Planning Your Holiday - - -	27
Booking - - -	27	Routes - - -	14
Brisbane - - -	3	Summer Cruises - - -	12
Cairns - - -	9	Sydney - - -	3
Centenary - - -	26	Tasmanian Round Tour - - -	12
Customs and Usages on		Times at Ports - - -	15
Ships - - -	28	Timetable (Queensland) - - -	16
Distances between Ports - - -	14	Timetable (Western Aus-	
Deck Sports - - -	29	tralia) - - -	18
Dimboola Cruises - - -	12	Townsville - - -	7
Hinchinbrook Channel - - -	11	Useful Information - - -	28
Holiday Suggestions - - -	13	Western Australia - - -	23
Kuranda - - -	10	Yungaburra - - -	11
Mackay - - -	5		

'PHONE FOR RESERVATIONS

FOR FURTHER PARTICULARS APPLY—

AUSTRALIAN STEAMSHIPS PTY. LTD.
(Howard Smith Ltd., Managing Agents).
A.U.S.N. CO. LTD. (Macdonald Hamilton & Co., Managing Agents).
THE ADELAIDE STEAMSHIP CO. LTD.
HUDDART PARKER LTD.
McILWRAITH McEACHARN LTD.
MELBOURNE STEAMSHIP CO. LTD.

BY SEA TO CAIRNS

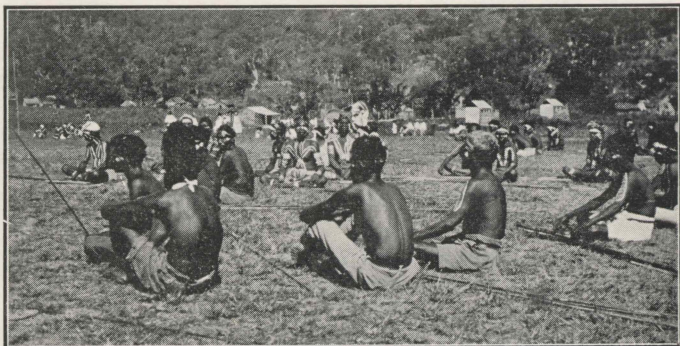
THE IDEAL WINTER HOLIDAY

From Melbourne 26 Days (Winter Service) 19 Days (Summer)

From Sydney 19 Days (Winter Service), 13 Days (Summer)

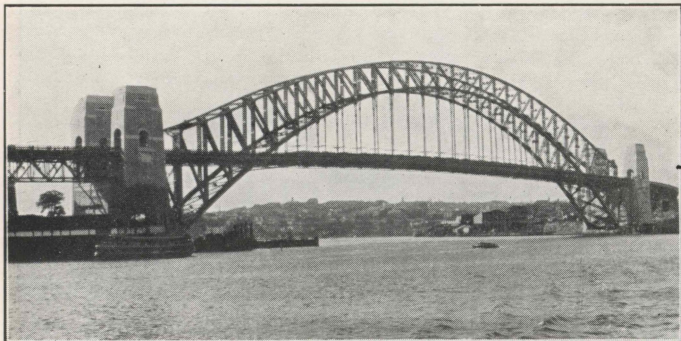
The remarkable growth in popularity of North Queensland as a winter holiday resort is eloquent of the rapidly awakening enthusiasm of the Australian travelling public for the sunshine and tropical splendour of the Commonwealth's northern coastline. When the icy winds of winter turn our thoughts to the tropics, we need no longer dream of some far palm-fringed coral isle, for within Australia's boundaries is woven the brilliant tapestry of shimmering seas, cloudless skies, mountains, gorges, cataracts, jungle, and golden beaches, which combine to produce the magic that is North Queensland. The splendidly equipped modern vessels of the interstate fleet maintain a weekly service from Melbourne to Cairns, calling at Sydney, Mackay, Townsville and some of the Islands en route. Passengers live on board the vessels without extra charge at all ports except Cairns.

Leaving Melbourne on Saturday afternoon, the first hours after leaving port are usually spent in exploring the ship. Sunday passes quietly as the passenger goes through the process of settling down into the luxurious accommodation provided in these vessels. The lighthouses at Cape Everard, and Gabo Island will be visible, and in the afternoon Green Cape is passed, usually close enough for the lightkeeper's cottages to be seen. By Sunday evening those delightful friendships which are formed so easily on a sea voyage will be in evidence, and everyone is eagerly anticipating tomorrow's arrival in Sydney.



Queensland Government Tourist Bureau photo.
Aborigines, Palm Island

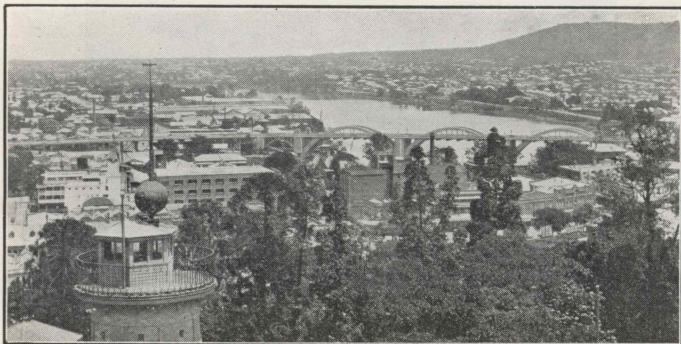
SYDNEY



The Harbour Bridge

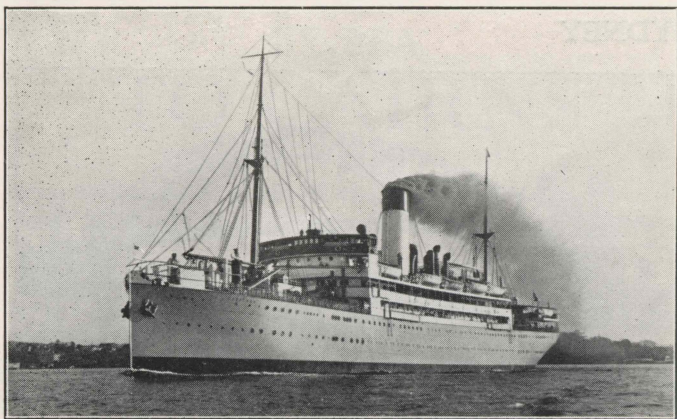
Sydney, Australia's largest city, with a population of $1\frac{1}{4}$ millions, is a busy metropolis which has much to offer the tourist during the day and a half that the steamer remains in that port. The surf beaches, parks, and many places of scenic and historical interest are within easy reach of the city. The traveller will find the time at his disposal all too short, and as he passes down the harbour on Tuesday afternoon, will make mental note of what he has left to be seen on the return trip. Rounding North Head, the forty hour run to Brisbane is commenced, the rugged coastline being in sight all the way.

BRISBANE

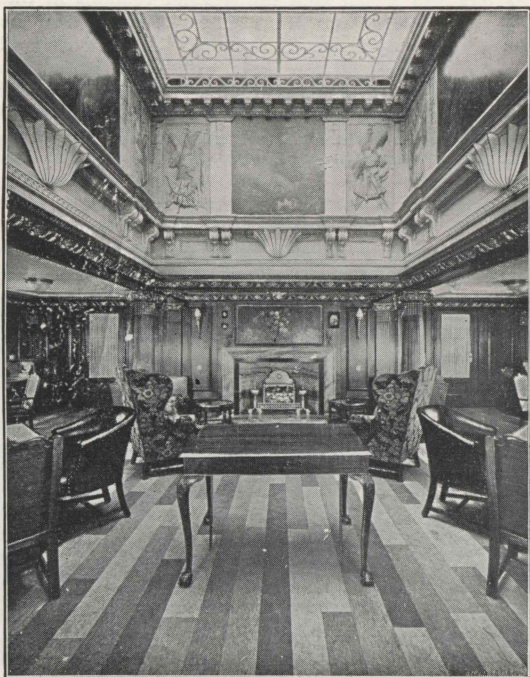


Queensland Government Tourist Bureau photo.
Brisbane looking West

Early on Thursday morning, Queensland's capital is reached, the ship winding her way up the beautiful reaches of the Brisbane River. The population of Brisbane is rapidly approaching the half-million mark. It is a busy city, with a salubrious climate.



T.S.S. "Canberra"

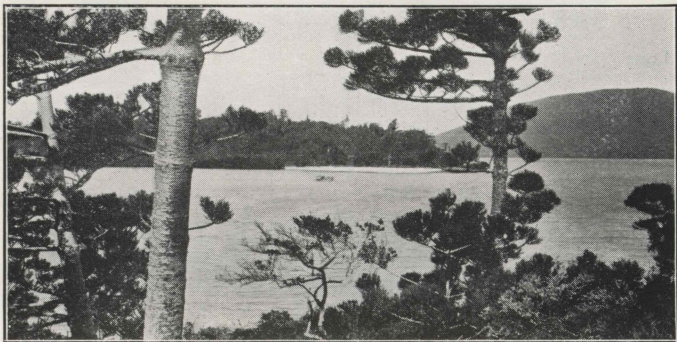


Portion of Smoking Room, Interstate Liner

BRISBANE—continued

The tourist should visit the Botanic Gardens, where the tropical and sub-tropical plants remind us that we are approaching a higher latitude. From Mount Coot-tha, the Observatory (built in 1829) and the magnificent, recently completed City Hall, built at a cost of over a million pounds, are of interest.

MACKAY

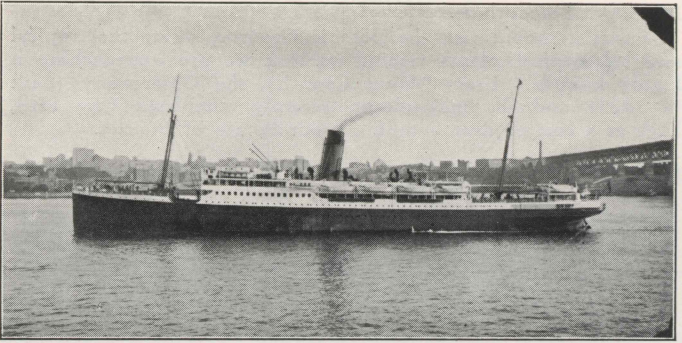


Queensland Government Tourist Bureau photo.
Whitsunday Passage

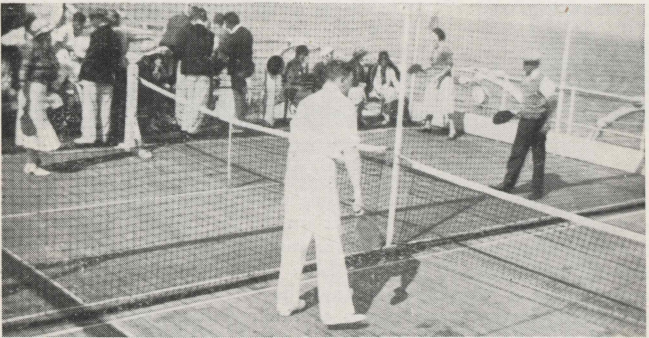
On Saturday the voyage continues, the ship heading north again. In the evening the flashing light on Sandy Cape is abeam, and all day Sunday the passengers are revelling in the glorious warm sunshine on a sea of brighter blue as they near the tropic of Capricorn. On Monday morning, the cable rumbles through the hawsepipes, as the vessel comes to anchor under the lee of Flat Top Island, where tenders come alongside to take off passengers



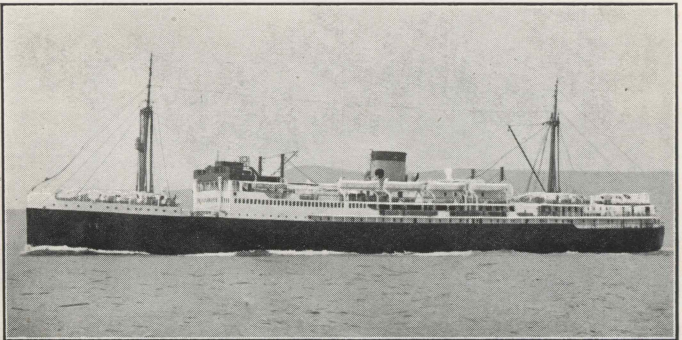
Queensland Government Tourist Bureau photo.
Flinders Street, Townsville



T.S.S. "Katoomba"



Tennis on Interstate Liner



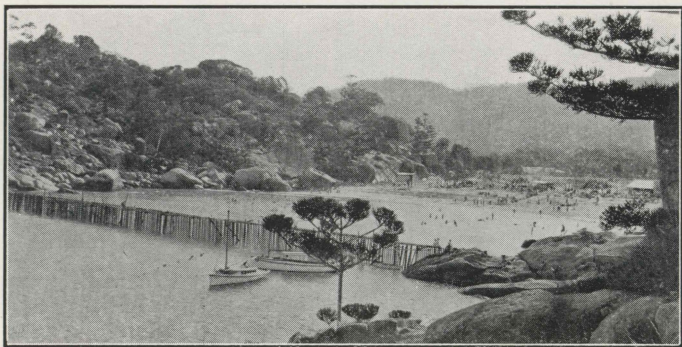
T.S., M.V. "Manunda"

MACKAY—continued

and cargo for Mackay. This interesting city, founded in 1862 by Captain John Mackay, is the centre of a large sugar growing area, and has a population of nearly 10,000. The few hours stay here makes an interesting break. Discharging completed, the tenders sheer off, and head for the shore. Slowly the ship gets under way, and soon enters a most entrancing part of the voyage—through the Whitsunday Passage to Townsville.

TOWNSVILLE

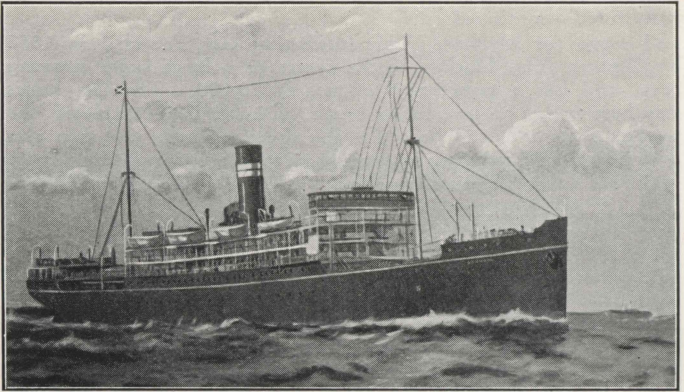
As Flat Top Island fades into the distance astern, the ship enters a maze of islands. Islands, large and small, thickly wooded with a foliage of vivid green, lie ahead, astern and abeam, in such numbers that one marvels at the expert pilotage that finds a way for the ship through this galaxy of beauty. In these smooth tropical waters, sheltered for more than a thousand miles by the Great Barrier Reef, all the allure and charm of the northern latitudes envelops the ship as she glides through the still water. Early on Tuesday morning Cleveland Bay is entered, and Magnetic Island stands out clearly, its bold granite heights bathed in sunlight. This island is seven miles from the wharves, and will be visited by picnic launches from the ship during the stay at



Queensland Government Tourist Bureau photo.

Bathing Enclosures, Magnetic Islands

Townsville. Approaching the harbour, the main feature noticed is Castle Hill, which rises to 923 feet, and provides a fitting background for the city. The well laid out streets, charming homes set amid a wealth of trees—Banyan Figs, Palms, Terminalia, Poinciana, and Rain Trees—under a sky of cobalt blue, add to the attractions of Townsville. The stay of a day and a half enables the tourist to visit the many places of interest. The trip to Magnetic Island already referred to is one that will remain in the memory. With the exception of the settlements round its bays, the island stands as unaltered and majestic as when Captain Cook saw it in 1770. Excellent bathing facilities are afforded on its beaches.



Oil-burning Steamer "Orungal"



The Dome over Lounge, Interstate Liner

BARRIER REEF ISLANDS

After leaving Townsville, a short stop is usually made at Palm Island, where there is an aborigine settlement. Situated about thirty-five miles north of Townsville, Palm Island is wondrously beautiful. It has a background of mountain, dense jungle in fine contrast with the well-kept gardens surrounding the bungalows in which the government officials live. There are native huts, a school, a hospital, a store, and dormitories for the growing native boys and girls. Members of fourteen different tribes live on Palm Island, and when the ship calls, they stage a corroboree. This is held on a green sward amid great excitement. Calls are made at other islands. West Molle, Hayman, Brampton and Scafwel Islands, all are tropic gems of surpassing loveliness, and each with some distinctive feature to delight the visitor from the south.



Queensland Government Tourist Bureau photo.
Tropical Growth, Cairns

CAIRNS AND ITS HINTERLAND

The progressive city of Cairns, the terminal port of the North Queensland service, has a population of 10,000. Situated in beautiful surroundings, the city is bounded to seaward by the

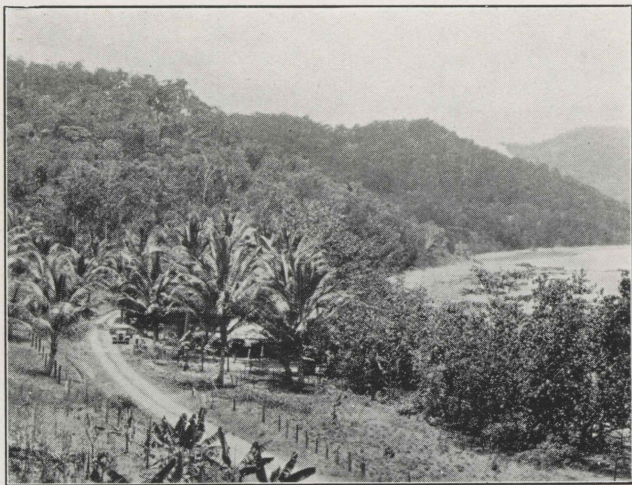
CAIRNS—continued

peaceful waters of Trinity Bay. Behind, the seemingly interminable canefields spread to the distant foothills. The steamer remains at Cairns for 4 days, enabling the tourists to visit many places of unique scenic beauty that abound in the Cairns hinterland.

To explore the wonderful country beyond Cairns, the most favoured method is to take the train to Kuranda. The route lies through typical jungle country past the Stony Creek and Barron Falls.

From Cairns, trips by motor launch are arranged to Green Island, a part of the Great Barrier Reef about 20 miles from the city. Glass-bottomed boats enable the visitor to observe the wonderful plant and marine life.

The Cook Highway, a new road opening up the rich country between Cairns and Port Douglas, has just been completed, and service cars running at stated intervals enable tourists to enjoy the virgin tropical scenery.



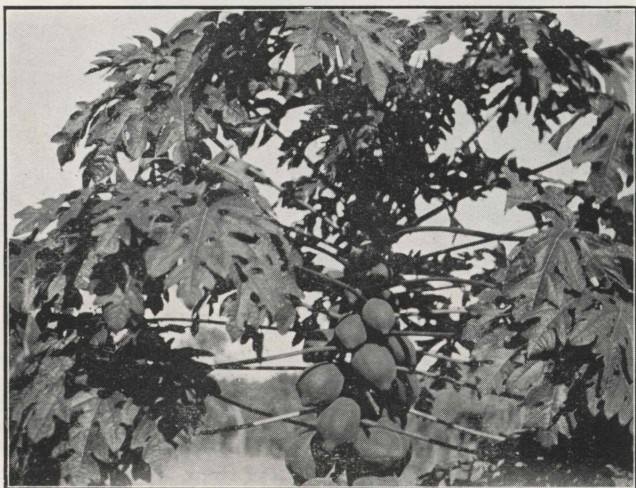
Cook Highway

KURANDA

Twenty-one miles from Cairns, with an altitude of 1,077 feet, Kuranda displays an endless variety of tropical plants. The railway station is embowered in a splendid array of orchids, stag-horns, ferns and palms. From the hotels there is a charming outlook across the smoothly flowing Barron River and the crowded vegetation of the Maze. Fairyland, less than 2 miles from Kuranda, is another example of native jungle where delicate creepers mingle in riotous profusion with trees, palms and ferns.

YUNGABURRA AND CRATER LAKES

A belt of dry forest land separates the rich jungle at Kuranda from the fertile Atherton Tableland. Yungaburra is 54 miles from Kuranda, and from here visits are made to the mysterious Crater Lakes. At Lakes Barrine and Eachem, motor launches are available from which the tourist can obtain a unique view of the flora and fauna with which residents of southern latitudes are unfamiliar. Huge Rock Pythons nest among the luxuriant ferns, and can frequently be seen from the launches. At Jungle Avenue, tree-climbing kangaroos are among the many unusual and intriguing sights.



Queensland Government Tourist Bureau photo.

Tropical Fruit (Paw Paw)

HINCHINBROOK CHANNEL

During the season, certain steamers on leaving Cairns, meet launches at the northern entrance of the famous Hinchinbrook Channel, thus giving those passengers who desire it an opportunity of travelling through this world-famed passage. The vivid colouring of the many towering peaks that rise sheer from the water's edge, is mirrored in the still water, and each succeeding bend amid the maze of points and islands opens more delightful vistas. At the southern end of the Channel, the steamer awaits the arrival of the launch, and then proceeds on her way south.

SUMMER CRUISES

During the summer season, cruises by the T.S.S. "Katoomba" and T.S.S. "Karoola" to the Whitsunday Group, Islands within the Great Barrier Reef, and the nearer Pacific Islands, are proving increasingly popular. This delightful form of holiday, including island picnics, embraces all that can be desired. Further particulars will be supplied by Messrs. McIlwraith, McEacharn Ltd., or their agents at all ports.



Bathing Pool, Interstate Liner

DIMBOOLA CRUISES

Ocean cruises by the S.S. "Dimboola" during the summer provide tourists with an opportunity of visiting four States with a minimum of cost. These cruises, which cover 2,400 miles by sea, can be commenced at any of the ports en route, which are Melbourne, Stanley, Burnie, Devonport, Sydney, Newcastle, and Brisbane. The Cruise occupies 12 days from Melbourne, a fortnight from other ports, and the fare, which includes maintenance at all ports, is: 1st Class, £14; 3rd Class, £8. Full particulars from the Melbourne Steamship Co. Ltd. or their agents at all ports.

TASMANIAN ROUND TOUR

For the passenger who desires to journey at will, remaining in the various cities just so long as his fancy dictates, or equally for those who desire to complete a tour in a limited time, the Tasmanian Round Tour is of particular interest. Round Tour tickets at specially reduced rates, covering all travel including rail between Launceston and Hobart, are issued from all States. Special pamphlets describing these tours are available from all Interstate Shipping Companies.

(Concessions as set out in General Information (pages 20, 21) do not apply to these special cruises.)

HOLIDAY SUGGESTIONS

Among the many services provided by the Interstate Steamship Services there is a wide range of choice. The following suggestions will be of assistance when contemplating your holiday.



A Test Match on Deck

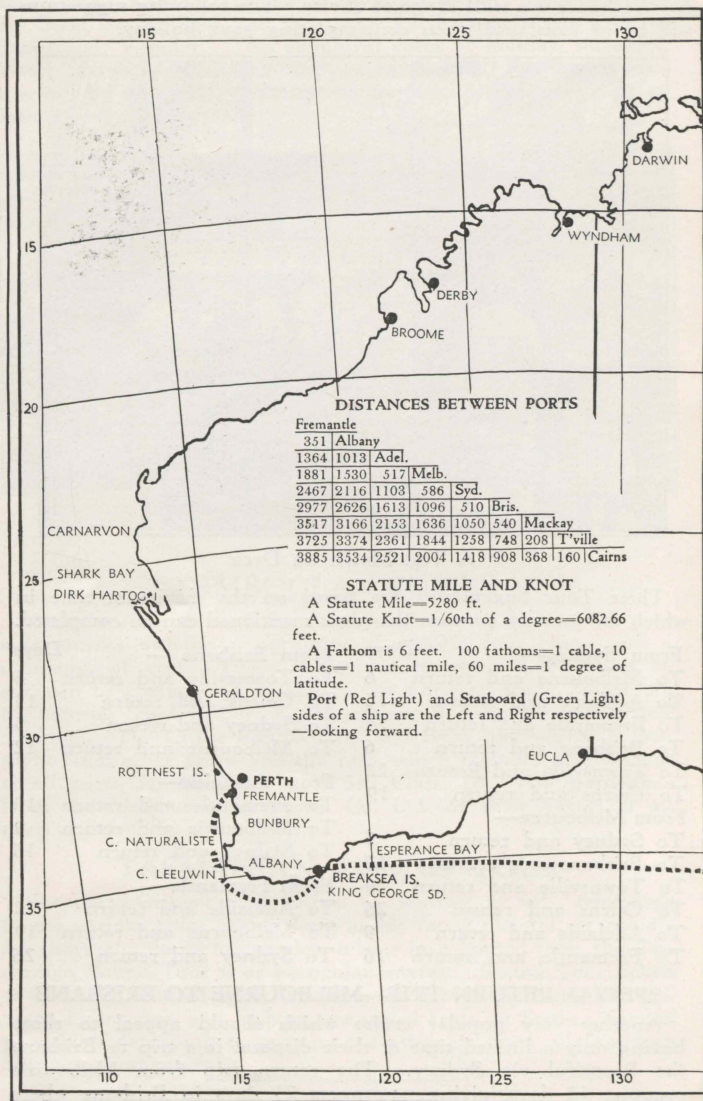
These Tour Suggestions are based on the minimum time in which the journey between the ports mentioned can be completed.

From Sydney—	Days	From Brisbane —	Days
To Melbourne and return	6	To Townsville and return	6
To Adelaide and return..	16	To Cairns and return ..	13
To Fremantle and return	24	To Sydney and return ..	5
To Brisbane and return..	6	To Melbourne and return	12
To Townsville and Return	12		
To Cairns and return ..	19	From Adelaide—	
From Melbourne—		To Fremantle and return	10
To Sydney and return ..	5	To Melbourne and return	9
To Brisbane and return..	12	To Sydney and return ..	16
To Townsville and return	19	From Fremantle—	
To Cairns and return ..	26	To Adelaide and return..	12
To Adelaide and return..	9	To Melbourne and return	19
To Fremantle and return	16	To Sydney and return ..	26

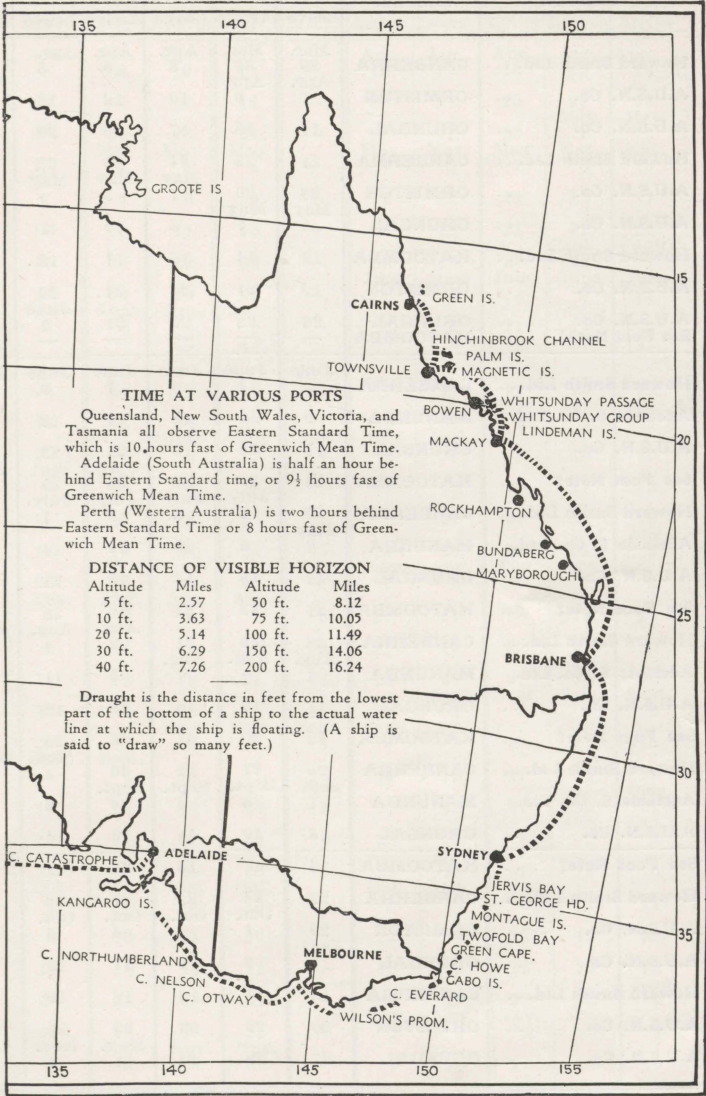
SPECIAL RETURN TRIP—MELBOURNE TO BRISBANE

Another very popular cruise which should appeal to those having only a limited time at their disposal is a trip to Brisbane the Beautiful via Sydney. The return trip from Melbourne occupies 12 days, giving passengers $2\frac{1}{2}$ days in Brisbane where they can remain on board the vessel without extra cost. This concession applies to first-class passengers only.

AUSTRALIA — SHOWING



INTERSTATE STEAMSHIP ROUTES



QUEENSLAND TIME TABLE

AGENTS	VESSEL	MELB.	SYDNEY		BRISBANE		MAC-KAY	TOWNSVILLE		CAIRNS		T'VLE	MAC-KAY	BRISBANE		SYDNEY		MELB.
		Leave	Arrive	Leave	Arrive	Leave	A&L	Arrive	Leave	Arrive	Leave	A&L	A & L	Arrive	Leave	Arrive	Leave	Arrive
Howard Smith Ltd. . .	CANBERRA	Mar. 29	Mar. 31	Apr. 3	Apr. 5	Apr. 6	—	Apr. 8	Apr. 9	Apr. 10	Apr. 10	Apr. 11	—	Apr. 13	Apr. 14	Apr. 16	Apr. 17	Apr. 19
A.U.S.N. Co. . .	ORMISTON	Apr. 7	Apr. 9	10	12	13	—	15	16	17	17	18	—	20	21	23	24	26
A.U.S.N. Co. . .	ORUNGAL	14	16	17	19	20	—	22	22	23	23	24	—	26	28	30	May 1	May 3
Howard Smith Ltd. . .	CANBERRA	21	23	24	26	27	—	29	30	May 1	May 1	May 2	—	May 4	May 5	May 7	Kat. 8	Kat. 10
A.U.S.N. Co. . .	ORMISTON	28	30	May 1	May 3	May 4	—	May 6	May 7	8	8	9	—	11	12	14	15	17
A.U.S.N. Co. . .	ORUNGAL	May 5	May 7	8	10	11	—	13	14	15	15	16	—	18	19	21	22	24
Howard Smith Ltd. . .	KATOOMBA	12	14	15	17	18	—	20	21	22	22	23	—	25	26	28	Canb. 29	Canb. 31
A.U.S.N. Co. . .	ORMISTON	19	21	22	24	25	—	27	28	29	29	30	—	June 1	June 2	June 4	June 9	June 11
A.U.S.N. Co. . .	ORUNGAL	26	28	29	31	June 1	—	June 3	June 4	June 5	June 5	June 6	—	8	9	11	12	14
See Foot Note‡ . .	KATOOMBA	—	—	—	—	—	—	—	—	—	12	13	—	15	16	18	19	21
Howard Smith Ltd. . .	CANBERRA	June 2	June 4	June 5	June 7	June 9	June 11	12	13	14	18	19	June 20	22	23	25	26	28
Adelaide S. Co. Ltd.	MANUNDA	9	11	12	14	16	18	19	20	21	24	26	27	29	30	July 2	July 3	July 5
A.U.S.N. Co. . .	ORUNGAL	16	18	19	21	23	25	26	27	28	July 1	July 3	July 4	July 6	July 7	9	10	12
See Foot Note‡ . .	KATOOMBA	23	25	26	28	30	July 2	July 3	July 4	July 5	8	10	11	13	14	16	17	19
Howard Smith Ltd. . .	CANBERRA	30	July 2	July 3	July 5	July 7	9	10	11	12	16	17	18	20	21	23	24	26
Adelaide S. Co. Ltd.	MANUNDA	July 7	9	10	12	14	16	17	18	19	22	24	25	27	28	30	31	Aug. 2
A.U.S.N. Co. . .	ORUNGAL	14	16	17	19	21	23	24	25	26	29	31	Aug. 1	Aug. 3	Aug. 4	Aug. 6	Aug. 7	9
See Foot Note‡ . .	KATOOMBA	21	23	24	26	28	30	31	Aug. 1	Aug. 2	Aug. 5	Aug. 7	8	10	11	13	14	16
Howard Smith Ltd. . .	CANBERRA	28	30	31	Aug. 2	Aug. 4	Aug. 6	Aug. 7	8	9	13	14	15	17	18	20	21	23
Adelaide S. Co. Ltd.	MANUNDA	Aug. 4	Aug. 6	Aug. 7	9	11	13	14	15	16	19	21	22	24	25	27	28	30
A.U.S.N. Co. . .	ORUNGAL	11	13	14	16	18	20	21	22	23	26	28	29	31	Sept. 1	Sept. 3	Sept. 4	Sept. 6
See Foot Note‡ . .	KATOOMBA	18	20	21	23	25	27	28	29	30	Sept. 2	Sept. 4	Sept. 5	Sept. 7	8	10	11	13
Howard Smith Ltd. . .	CANBERRA	25	27	28	30	Sept. 1	Sept. 3	Sept. 4	Sept. 5	Sept. 6	10	11	12	14	15	17	18	20
Adelaide S. Co. Ltd.	MANUNDA	Sept. 1	Sept. 3	Sept. 4	Sept. 6	8	10	11	12	13	16	18	19	21	22	24	Orn. 25	Orn. 27
A.U.S.N. Co. . .	ORUNGAL	8	10	11	13	15	17	18	19	20	23	25	26	28	29	Oct. 1	Oct. 2	Oct. 4
See Foot Note‡ . .	KATOOMBA	15	17	18	20	21	—	23	24	25	25	26	—	28	29	1	6	8
Howard Smith Ltd. . .	CANBERRA	22	24	25	27	28	—	30	Oct. 1	Oct. 2	Oct. 2	Oct. 3	—	Oct. 5	Oct. 6	8	9	11
A.U.S.N. Co. . .	ORMISTON	29	Oct. 1	Oct. 2	Oct. 4	Oct. 5	—	Oct. 7	8	9	9	10	—	12	13	15	16	18
A.U.S.N. Co. . .	ORUNGAL	Oct. 6	8	9	11	12	—	14	15	16	16	17	—	19	20	22	23	25
Howard Smith Ltd. . .	CANBERRA	13	15	16	18	19	—	21	22	23	23	24	—	26	27	29	30	Nov 1
A.U.S.N. Co. . .	ORMISTON	20	22	23	25	26	—	28	29	30	30	31	—	Nov. 2	Nov. 3	Nov. 5	Nov. 6	8
A.U.S.N. Co. . .	ORUNGAL	27	29	30	Nov. 1	Nov. 2	—	Nov. 4	Nov. 5	Nov. 6	Nov. 6	Nov. 7	—	9	10	12	13	15

‡Mellwraith McEacharn Ltd. are Agents at MELBOURNE and SYDNEY. ‡A.U.S.N. Co. Ltd. are Agents at all QUEENSLAND PORTS. All Vessels sailing from Melbourne between May 20th to September 2nd, call at various Islands within the Barrier Reef, en route to Cairns (circumstances permitting).
All Sailings Subject to Alteration without Notice.

WESTERN AUSTRALIAN TIME TABLE

AGENTS	VESSEL	SYDNEY	MELBOURNE	
		Leave	Arrive	Leave
Huddart Parker Ltd. . . .	WESTRALIA	Mar. 31	Apr. 2	Apr. 4
Mellwraith McEacharn Ltd. . .	KATOOMBA	—	—	—
Adelaide Steamship Co. Ltd. . .	MANUNDA	Apr. 7	Apr. 9	Apr. 10
Melbourne Steamship Co. Ltd. . .	KAROOLA*	Apr. 14	Apr. 16	Apr. 18
Huddart Parker Ltd. . . .	WESTRALIA	Apr. 21	Apr. 23	Apr. 24
Adelaide Steamship Co. Ltd. . .	MANUNDA	Apr. 28	Apr. 30	May 1
Mellwraith McEacharn Ltd. . .	KAROOLA*	May 5	May 7	May 8
Huddart Parker Ltd. . . .	WESTRALIA	May 12	May 14	May 15
Adelaide Steamship Co. Ltd. . .	MANUNDA	May 19	May 21	May 22
Mellwraith McEacharn Ltd. . .	KAROOLA*	May 26	May 28	May 29
Huddart Parker Ltd. . . .	WESTRALIA	Jne. 2	Jne. 4	Jne. 6
See Foot Note†	ORMISTON	Jne. 9	Jne. 11	Jne. 13
Mellwraith McEacharn Ltd. . .	KAROOLA*	Jne. 16	Jne. 18	Jne. 20
Melbourne Steamship Co. Ltd. . .	DIMBOOLA	Jne. 22	Jne. 24	Jne. 26
Huddart Parker Ltd. . . .	WESTRALIA*	Jne. 30	July 2	July 4
See Foot Note†	ORMISTON	July 7	July 9	July 11
Mellwraith McEacharn Ltd. . .	KAROOLA*	July 14	July 16	July 18
Melbourne Steamship Co. Ltd. . .	DIMBOOLA	July 20	July 22	July 24
Huddart Parker Ltd. . . .	WESTRALIA*	July 28	July 30	Aug. 1
See Foot Note†	ORMISTON	Aug. 4	Aug. 6	Aug. 8
Mellwraith McEacharn Ltd. . .	KAROOLA*	Aug. 11	Aug. 13	Aug. 15
Melbourne Steamship Co. Ltd. . .	DIMBOOLA	Aug. 17	Aug. 19	Aug. 21
Huddart Parker Ltd. . . .	WESTRALIA*	Aug. 25	Aug. 27	Aug. 29
See Foot Note†	ORMISTON	Sep. 1	Sep. 3	Sep. 5
Mellwraith McEacharn Ltd. . .	KAROOLA*	Sep. 8	Sep. 10	Sep. 12
Melbourne Steamship Co. Ltd. . .	DIMBOOLA	Sep. 14	Sep. 16	Sep. 18
Huddart Parker Ltd. . . .	WESTRALIA*	Sep. 22	Sep. 24	Sep. 25
Adelaide Steamship Co. Ltd. . .	MANUNDA	Sep. 29	Oct. 1	Oct. 2
Mellwraith McEacharn Ltd. . .	KATOOMBA*	Oct. 6	Oct. 8	Oct. 9
Huddart Parker Ltd. . . .	WESTRALIA	Oct. 13	Oct. 15	Oct. 16
Adelaide Steamship Co. Ltd. . .	MANUNDA	Oct. 20	Oct. 22	Oct. 23
Mellwraith McEacharn Ltd. . .	KATOOMBA*	Oct. 27	Oct. 29	Oct. 30

†A.U.S.N. Co. Ltd. are Agents at SYDNEY and MELBOURNE.

†Mellwraith McEacharn are Agents at ADELAIDE, PERTH and FREMANTLE.

WESTERN AUSTRALIAN TIME TABLE

ADELAIDE		FREMANTLE		ADELAIDE		MELBOURNE		SYDNEY
Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive
Apr. 6	Apr. 6	Apr. 10	Apr. 12	Apr. 16	Apr. 16	Apr. 18	Apr. 18	Apr. 20
—	—	—	—	—	—	—	Apr. 18	Apr. 20
Apr. 12	Apr. 12	Apr. 16	Apr. 17	Apr. 21	Apr. 21	Apr. 23	Apr. 23	Apr. 25
Apr. 19	Apr. 19	Apr. 24	Apr. 26	Apr. 30	Apr. 30	May 2	May 2	May 4
Apr. 26	Apr. 27	May 1	May 3	May 7	May 7	May 9	May 9	May 11
May 3	May 4	May 8	May 10	May 14	May 14	May 16	May 16	May 18
May 10	May 10	May 15	May 17	May 21	May 21	May 23	May 23	May 25
May 17	May 18	May 22	May 24	May 28	May 28	May 30	May 30	Jne. 1
May 24	May 25	May 29	May 31	June 4	Jne. 5	Jne. 7	Jne. 9	Jne. 11
May 31	May 31	June 5	June 7	June 11	Jne. 11	Jne. 13	Jne. 13	Jne. 15
June 8	June 9	June 13	June 15	June 19	Jne. 20	Jne. 22	Jne. 23	Jne. 25
June 15	June 16	June 20	June 22	June 26	Jne. 27	Jne. 29	Jne. 30	Jly. 2
June 22	June 23	June 27	June 29	July 3	Jly. 4	Jly. 6	Jly. 7	Jly. 9
June 28	June 29	July 4	July 6	July 11	Jly. 11	Jly. 13	Jly. 14	Jly. 16
July 6	July 7	July 11	July 13	July 17	Jly. 18	Jly. 20	Jly. 21	Jly. 23
July 13	July 14	July 18	July 20	July 24	Jly. 25	Jly. 27	Jly. 28	Jly. 30
July 20	July 21	July 25	July 27	July 31	Aug. 1	Aug. 3	Aug. 4	Aug. 6
July 26	July 27	Aug. 1	Aug. 3	Aug. 8	Aug. 8	Aug. 10	Aug. 11	Aug. 13
Aug. 3	Aug. 4	Aug. 8	Aug. 10	Aug. 14	Aug. 15	Aug. 17	Aug. 18	Aug. 20
Aug. 10	Aug. 11	Aug. 15	Aug. 17	Aug. 21	Aug. 22	Aug. 24	Aug. 25	Aug. 27
Aug. 17	Aug. 18	Aug. 22	Aug. 24	Aug. 28	Aug. 29	Aug. 31	Sep. 1	Sep. 3
Aug. 23	Aug. 24	Aug. 29	Aug. 31	Sep. 5	Sep. 5	Sep. 7	Sep. 8	Sep. 10
Aug. 31	Sep. 1	Sep. 5	Sep. 7	Sep. 11	Sep. 12	Sep. 14	Sep. 15	Sep. 17
Sep. 7	Sep. 8	Sep. 12	Sep. 14	Sep. 18	Sep. 19	Sep. 21	Sep. 22	Sep. 24
Sep. 14	Sep. 15	Sep. 19	Sep. 21	Sep. 25	Sep. 26	Sep. 28	Sep. 29	Oct. 1
Sep. 20	Sep. 21	Sep. 26	Sep. 28	Oct. 3	Oct. 3	Oct. 5	—	—
Sep. 27	Sep. 28	Oct. 2	Oct. 4	Oct. 8	Oct. 8	Oct. 10	Oct. 10	Oct. 12
Oct. 4	Oct. 5	Oct. 9	Oct. 11	Oct. 15	Oct. 15	Oct. 17	Oct. 17	Oct. 19
Oct. 11	Oct. 11	Oct. 16	Oct. 18	Oct. 22	Oct. 22	Oct. 24	Oct. 24	Oct. 26
Oct. 18	Oct. 19	Oct. 23	Oct. 25	Oct. 29	Oct. 29	Oct. 31	Oct. 31	Nov. 2
Oct. 25	Oct. 25	Oct. 29	Oct. 30	Nov. 3	Nov. 3	Nov. 5	Nov. 6	Nov. 8
Nov. 1	Nov. 1	Nov. 6	Nov. 8	Nov. 12	Nov. 12	Nov. 14	Nov. 14	Nov. 16

All Sailings Subject to Alteration without Notice.

*CALLS ALBANY one day before arrival at and one day after departure from Fremantle,

PASSAGE RATES

BETWEEN —			SINGLE *Minimum 1ST CLASS	SINGLE Ordinary 1ST CLASS
			£ s. d.	£ s. d.
FREMANTLE	AND	ALBANY ..	2 7 6	2 15 0
or Albany	"	ADELAIDE ..	9 0 0	10 0 0
"	"	MELBOURNE	12 0 0	13 10 0
"	"	SYDNEY ..	14 10 0	16 10 0
"	"	BRISBANE ..	18 15 0	21 7 6
"	"	MACKAY ..	23 5 0	26 12 6
"	"	TOWNSVILLE	24 5 0	28 12 6
"	"	CAIRNS ..	25 0 0	29 17 6
ADELAIDE	AND	MELBOURNE	3 15 0	4 5 0
"	"	SYDNEY ..	6 0 0	7 0 0
"	"	BRISBANE ..	10 5 0	11 17 6
"	"	MACKAY ..	14 15 0	17 2 6
"	"	TOWNSVILLE	15 15 0	19 2 6
"	"	CAIRNS ..	16 10 0	20 7 6
MELBOURNE	AND	SYDNEY ..	3 15 0	4 5 0
"	"	BRISBANE ..	8 0 0	9 2 6
"	"	MACKAY ..	12 10 0	14 7 6
"	"	TOWNSVILLE	13 10 0	16 7 6
"	"	CAIRNS ..	14 5 0	17 12 6
SYDNEY	AND	BRISBANE ..	4 5 0	4 17 6
"	"	MACKAY ..	8 15 0	10 2 6
"	"	TOWNSVILLE	9 15 0	12 2 6
"	"	CAIRNS ..	10 10 0	13 7 6
BRISBANE	AND	MACKAY ..	4 10 0	5 5 0
"	"	TOWNSVILLE	5 10 0	6 5 0
"	"	CAIRNS ..	6 5 0	7 5 0
MACKAY	AND	TOWNSVILLE	2 0 0	2 5 0
"	"	CAIRNS ..	3 0 0	3 10 0
TOWNSVILLE	AND	CAIRNS ..	1 10 0	1 15 0

***Minimum Rate Fares apply to certain Accommodation only.**

GENERAL INFORMATION

All Single Tickets are available for 3 months, and Return Tickets for 6 months from the date of departure of the original steamer for which booked.

Tickets are interchangeable with all vessels carrying class of accommodation for which passenger is booked.

Passengers may transfer to a higher class providing accommodation is available and extra rate is paid.

In certain vessels magnificently appointed Suites-de-luxe, comprising Bed, Sitting, and Private Bath-room, also Bedstead Rooms, Single and Two Berth Deck Cabins, are available at special rates.

1st and 2nd Class Passengers are allowed 20 cubic feet, and 3rd Class Passengers 10 cubic feet personal effects.

Holders of Return Tickets must Re-book in order to secure accommodation for return journey.

PASSAGE RATES

RETURN *Minimum 1ST CLASS	RETURN Ordinary 1ST CLASS	SINGLE 2ND CLASS	RETURN 2ND CLASS	SINGLE 3RD CLASS
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4 10 0	5 5 0	2 0 0	3 15 0	1 15 0
17 0 0	19 0 0	7 10 0	14 5 0	5 10 0
22 15 0	25 10 0	9 0 0	17 0 0	6 10 0
27 10 0	31 5 0	11 0 0	20 15 0	8 0 0
35 10 0	40 10 0	14 0 0	26 10 0	10 5 0
44 2 6	50 10 0	17 0 0	32 2 6	12 15 0
46 0 0	54 5 0	17 15 0	33 12 6	13 5 0
47 10 0	56 15 0	18 7 6	34 15 0	14 0 0
7 2 6	8 0 0	2 15 0	5 5 0	2 0 0
11 7 6	13 5 0	4 10 0	8 10 0	3 10 0
19 7 6	22 10 0	7 10 0	14 5 0	5 15 0
28 0 0	32 10 0	10 10 0	19 17 6	8 5 0
29 17 6	36 5 0	11 5 0	21 7 6	8 15 0
31 7 6	38 15 0	11 17 6	22 10 0	9 10 0
7 2 6	8 0 0	2 15 0	5 5 0	2 0 0
15 2 6	17 5 0	5 15 0	11 0 0	4 5 0
23 15 0	27 5 0	8 15 0	16 12 6	6 15 0
25 12 6	31 0 0	9 10 0	18 2 6	7 5 0
27 2 6	33 10 0	10 2 6	19 5 0	8 0 0
8 0 0	9 5 0	3 0 0	5 15 0	2 5 0
16 12 6	19 5 0	6 0 0	11 7 6	4 15 0
18 10 0	23 0 0	6 15 0	12 17 6	5 5 0
20 0 0	25 10 0	7 7 6	14 0 0	6 0 0
8 10 0	10 0 0	3 0 0	5 15 0	2 10 0
10 10 0	11 17 6	3 15 0	7 2 6	3 0 0
11 17 6	13 15 0	4 7 6	8 5 0	3 15 0
3 15 0	4 5 0	1 10 0	2 17 6	1 2 6
5 15 0	6 12 6	2 10 0	4 15 0	2 0 0
2 17 6	3 7 6	1 5 0	2 7 6	1 0 0

Vessels call at Mackay during months June to September.

CHILDREN'S FARES (All Classes)—

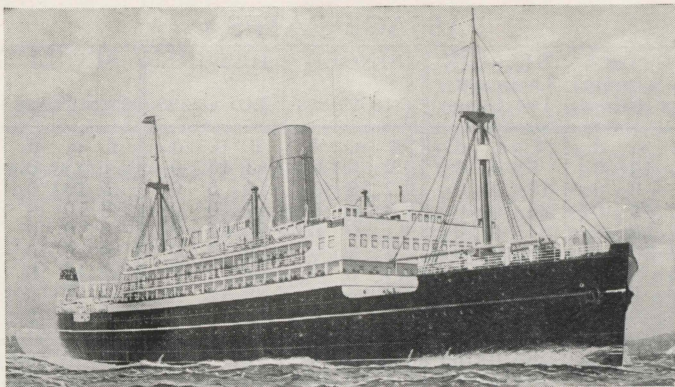
1 Child under 4 Years with One Adult	Free
2 Children under 4 Years with Two Adults	Free
Additional Children under 4 Years	Quarter Fare
Children from 4 Years and Under 14	Half Fare

SCHOLARS AND STUDENTS (1st Class Only)—

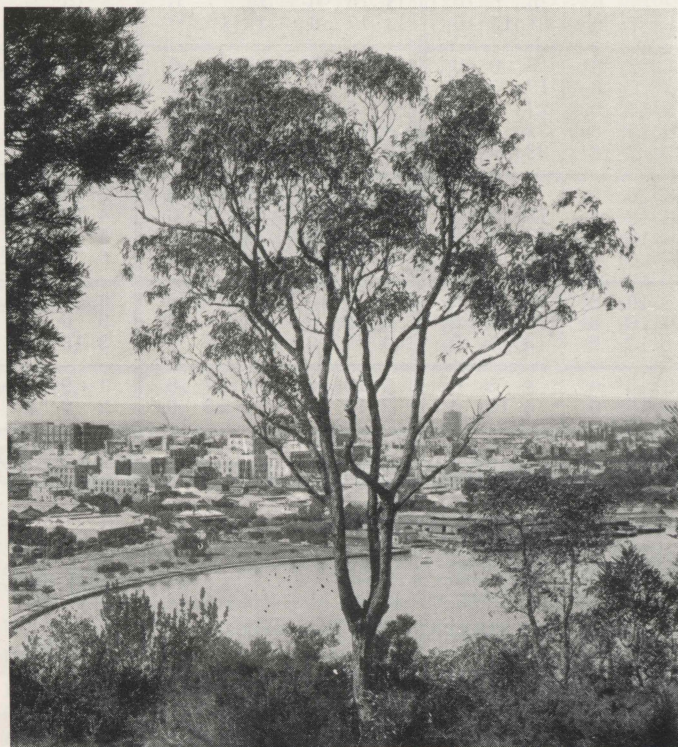
From 4 Years and Under 14	Half	Adult	Fare
From 14 Years and Under 18	Two-thirds	Adult	Fare
From 18 Years and over	Less 10 per cent.	Adult	Fare

These Rates apply during School Vacations only, and Special Concession Forms are obtainable at Schools or on application.

SCHOOL TEACHERS are allowed 10 per cent. off 1st Class Fares during Vacation.



T.S., M.V., "Westralia"



Perth, from King's Park

BY SEA TO Western Australia

REGULAR WEEKLY SERVICES
are maintained by magnificently
appointed vessels, providing
every modern convenience for
comfortable and enjoyable travel.

SYDNEY
MELBOURNE
ADELAIDE
ALBANY
FREMANTLE

To FREMANTLE and Return from SYDNEY	-	-	24 Days
To FREMANTLE and Return from MELBOURNE	-	-	16 Days
On 22nd September an accelerated service commences from Sydney.			
To FREMANTLE and Return from SYDNEY	-	-	19 Days
To FREMANTLE and Return from MELBOURNE	-	-	14 Days

RETURN TICKETS ISSUED TO ALL PORTS.

All particulars of sailings and fares may be obtained on application at
the offices of the following companies or their agents:—

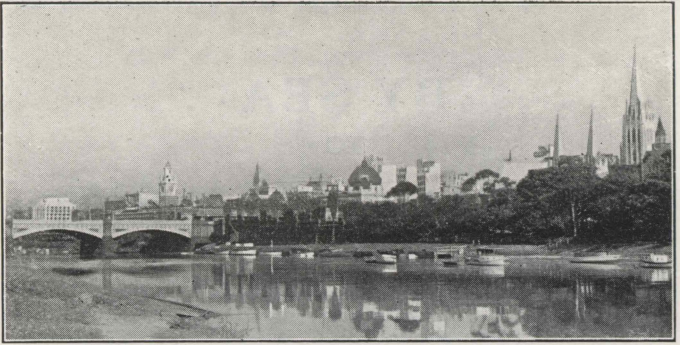
ADELAIDE STEAMSHIP CO. LTD.

A.U.S.N. CO. LTD.

HUDDART PARKER LTD.

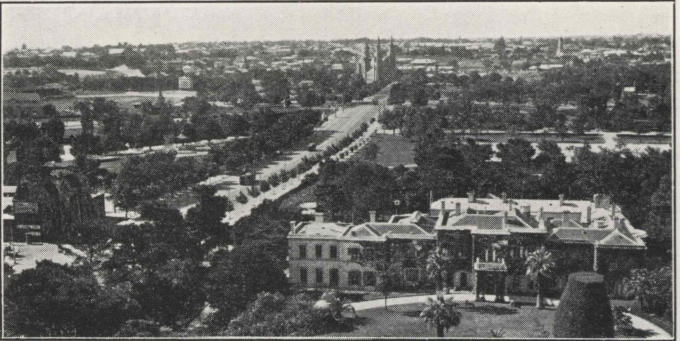
McILWRAITH McEACHARN LTD.

MELBOURNE STEAMSHIP CO. LTD.



MELBOURNE

Melbourne and its environs offer the tourist a variety of interests. The splendidly laid out city with its wide and symmetrical streets, dignified public buildings and magnificent gardens, has, as a background the nearer ranges. Amid a wealth of fern gullies and shady walks, tracks lead through the dense undergrowth where, in quiet forest glades the lyre bird has his dancing mound. Around the wide waters of Port Phillip Bay there are many attractive beaches within easy reach of the city.

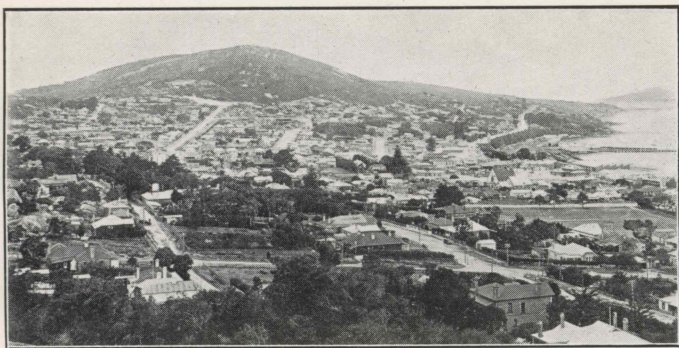


ADELAIDE

Situated on a fertile plain midway between Gulf St. Vincent and the Mount Lofty Ranges, Adelaide, the capital of South Australia, has a population of approximately one-third of a million. Designed on model lines Adelaide stands to-day a monument to far-sighted townplanning, and is surrounded by a belt of park lands 2,000 acres in extent.

Within easy access by train, tram or motor, are a number of pleasure resorts, each of which will repay a visit.

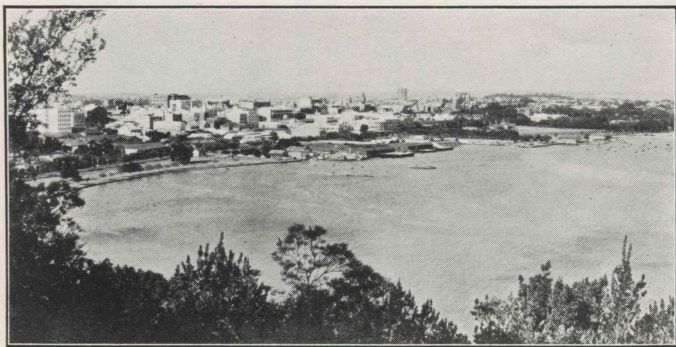
Motor excursions through the Mount Lofty Ranges are conducted daily.



ALBANY

The scenic beauties of the district which has Albany as its centre cannot be exhausted in a short stay. There is so much to be seen that every day can be profitably occupied. By water and land, the choice is unrestricted, ranging from quietly beautiful beaches to rugged coastal scenes, forests, mountains, and lovely vistas in town and country.

At Albany, too, is one of the most beautiful scenic drives in Australia, the Marine Drive, which skirts Mt. Clarence, overlooking the whole sweep of the Harbour and Sound.



PERTH

The natural features of Perth with its Southern boundary on the Swan River make it one of the most beautiful cities in the Commonwealth. Among the many open spaces that surround the city the finest is King's Park, with an area of over 1,000 acres. Overlooking the River, its southern edge, high and precipitous, rises to over 250 feet, offering a vantage point from which magnificent views of Perth and its surroundings may be obtained. Trips on the Swan River and motor drives are available.



Collins Street, Melbourne

AUSTRALIA'S GREAT EVENT

VICTORIAN and MELBOURNE CENTENARY

Royal Visit ——— Carnivals ——— Pageants

Exhibitions ——— Sporting Events

Travel Interstate by Sea :: :: Early Booking is Advisable

PLANNING YOUR HOLIDAY

Before reaching a decision on that important question "How shall I spend my vacation?" you would do well to study this little booklet thoughtfully. The suggestions embodied in its pages are supplemented by the advice and assistance readily obtainable from the experienced booking clerks at the offices of all the interstate shipping companies. You alone must be the judge of two important deciding factors, that is, time, and money; and when you have reached a decision, a call at the nearest office will start your holiday preparations

HOW TO BOOK YOUR PASSAGE

Ascertain from pages 16-19 by which vessel you wish to travel.

Write, telephone, or call at the agents concerned, advising them the class of accommodation you require reserved, and ascertain if berths are available for your destination.

When making application, be sure to state clearly your sex, and in the case of children, ages must be given.

A deposit of 25% is required with a minimum of £1 on all reservations, and full passage money must be paid prior to vessel's departure.

Should accommodation be required for the return voyage, application can be made for berths through the agents booking the forward journey, who will communicate with the agents of the returning steamer and make the necessary reservations.

In order that the necessary accommodation can be reserved passengers holding return tickets must rebook for return journey. It is advisable that this should be done as early as possible after arrival.

USEFUL INFORMATION

Customs and Usages on Steamers

On long voyages in passenger steamers there are certain customs and usages of which it may be said that they are common to all, and to those making their first voyage a few hints may be useful.

Your bathroom steward will arrange with you the time for your morning bath, to this time it is necessary to be punctual, as otherwise the time of all those who follow you will be disarranged.

Outside cabins with a port hole have their disadvantages as well as their advantages, as the occupants may not be all of one mind as to when the port should be open or when closed; this situation requires tactful handling. The better plan is to leave this decision entirely in the hands of your bedroom steward, and to bear in mind that it is far safer to err on the side of closing it too soon than by delaying to shut it in time, causing the berth to be flooded with salt water.

Always hand to the Purser for safe custody money and articles of value, such as jewellery, etc.

In your cabin have at least one cabin trunk with a good lock on it for such money and articles it is not expedient to lodge in the Purser's safe.

To all notices issued by the Captain's orders, give careful attention, as they are issued for the comfort or safety of the passengers.

Avoid lighting matches in the sleeping berths, as much as possible, and do not fail to have a safe and convenient receptacle for burnt matches, cigarette ends, etc.

Do not throw anything overboard on the windward side of the steamer, as it will be blown inboard again. The leeward side only can be used for this purpose.

Only wearing apparel actually required for daily wear should be carried in the cabin suit cases, and two or three small ones for this purpose will be found more convenient than one large one.

A kit bag for soiled linen is indispensable.

Always remember that nothing can be left on any shelf or ledge without the risk of its being dislodged by the motion of the vessel.

Seats are allotted at the dining saloon tables, and should a party of friends desire to sit together, they should communicate their wishes to the second steward, who usually arranges the seating. When once seats have been allotted in a full ship, it is difficult to carry out a re-arrangement without causing annoyance to some of those passengers affected by the change.

RULES OF PRINCIPAL COMPETITION GAMES

Concerning these games it may be said that there are no standard rules, as deck space and other local conditions may sometimes necessitate some minor alteration of those set forth here, but the following rules for each game are those usually adhered to:—

DECK BILLIARDS

The deck must be laid out with chalk lines. The portion of the deck selected for this purpose should be as free as possible from ventilators, stanchions, and other deck fittings.

Discs about 6 inches in diameter and an inch thick are pushed along the alley by clubs about five feet long, having at the end a pusher six inches by four, bevelled on the extreme end and made to fit a small segment of the circle of the disc.

The game consists of pushing the discs the full length of the alley, so that they lie on the numbers chalked in the squares on the deck.

It may be played by two or four players.

The game usually consists of 25 points up.

Any disc not passing the "out of play" line may be removed.

The disc must be played from the baulk line.

Each side has an equal number of strokes.

A disc touching a chalk line does not count.

The sides play alternate strokes.

To distinguish the discs of the different sides a cross is chalked on 4 of the 8 discs used in playing the game.

The object of each player is to score points by placing the disc in one of the numbered squares, and dislodging his opponent's disc should it be lying in a numbered space.

DECK GOLF

In this game, which is played with the same clubs and discs as deck billiards, the holes are indicated by rings drawn on the deck the full size of an ordinary dinner plate.

Ventilators, hatch combings, stanchions, or other deck fittings form bunkers or hazards.

The full size of the court should be about 60 ft. by 20 ft., but this may be made larger or smaller, according to the deck space available.

Each player takes a disc and marks it with a number. If four are playing the numbers would be 1, 2, 3, 4, one side would then take the even numbers and the other the odd.

RULES OF PRINCIPAL COMPETITION GAMES--continued

Both partners must complete the ninth hole. If one partner reaches the ninth hole before his own partner, he can go back and assist his partner.

The game consists of getting your disc into the holes, as well as preventing your opponent doing so by knocking his disc away by striking it with your own.

When the disc is 6 inches or less from the edge of a hole it must be knocked in and not pushed in.

Only one stroke is allowed at one time, unless the partner's or opponent's disc is hit. The player may then have one more stroke. The line must be clearly seen outside the disc from above, otherwise the hole does not count.

A game is once round.

Driving your opponent's disc into unplayable places is allowed and it counts 1 stroke to pick it out or attempt to play it out.

DECK TENNIS

Diagram (No. 1): This is drawn on the deck in chalk, and a quoit similar to those used for peg quoits and a small net is all that is required in the way of outfit.

Attention is directed to the two lines drawn each side of the net and termed "no man's land," as they play an important part in the rules of the game, as also do the S positions in each of the back courts, as it is in one of these the server stands when serving.

The scoring in this game is similar to that of Lawn Tennis, but the following two or three main rules require to be strictly adhered to.

Neither in serving or returning the serve, nor in the course of the play must the player THROW the quoit.

To enforce this, any serve or return made with the hand above the shoulder is a THROW, counting against the player who makes it.

The player to whom the server serves must stand either without or just on the line of the service court until the quoit has left the server's hand. Immediately this has happened he may step or jump into the service court to catch and return the quoit.

When serving the server must serve into the service court BEYOND "no man's land." If the quoit drops either in "no man's land" or outside the lines of the service court it is counted a fault.

When the quoit is in play it may be dropped just over the net into "no man's land," provided the player can make such a stroke without getting his foot or feet over the line guarding this reserve.

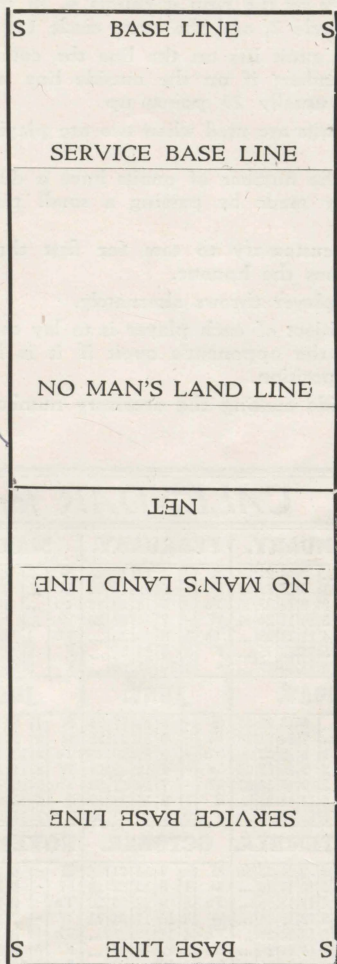
The quoit with which this game is played should be covered with some fairly soft material to prevent injury to the hands.

DECK TENNIS

Diagram No. 1

Sideline of Court 17 ft. from net to baseline, or 34 ft. from baseline to baseline. Width of Court is 10 ft. Service Court baseline 10 ft. from net. "No-Man's Land" line $2\frac{1}{2}$ ft. from net. Height of net, $5\frac{1}{2}$ ft.

Servers stand at corners marked S.



DECK QUOITS

On the deck are drawn circles in chalk

The game is played with ordinary rope quoits by two or four players.

The score is counted thus—If the quoit encircles the spot in the centre of the ring it counts 4, in the inner circle 3, in the second circle 2, and the outer circle 1.

If the quoit lies on the line the count is taken as being the lesser number; if on the outside line no count is given. The game is usually 25 points up.

Six quoits are used when two are playing, and 8 if there are 4 players.

Half the number of quoits have a distinguishing mark. This is usually made by passing a small piece of twine round the quoit.

It is customary to toss for first throw, thereafter the side scoring has the honour.

Each player throws alternately.

The object of each player is to lay the quoit on the centre or dislodge the opponent's quoit if it is lying in a more advantageous position.

The side making the necessary number of points first wins.

CALENDAR for 1934.

JANUARY.						FEBRUARY.						MARCH.						APRIL.							
S	...	7	14	21	28	S	-	4	11	18	25	S	...	4	11	18	25	S	1	8	15	22	29		
M	1	8	15	22	29	M	-	5	12	19	26	M	...	5	12	19	26	M	2	9	16	23	30		
Tu	2	9	16	23	30	Tu	-	6	13	20	27	Tu	...	6	13	20	27	Tu	3	10	17	24	...		
W	3	10	17	24	31	W	-	7	14	21	28	W	...	7	14	21	28	W	4	11	18	25	...		
Th	4	11	18	25	...	Th	1	8	15	22	...	Th	...	1	8	15	22	29	Th	5	12	19	26	...	
F	5	12	19	26	...	F	2	9	16	23	...	F	...	2	9	16	23	30	F	6	13	20	27	...	
S	6	13	20	27	...	S	3	10	17	24	...	S	...	3	10	17	24	31	S	7	14	21	28	...	
MAY.						JUNE.						JULY.						AUGUST.							
S	...	6	13	20	27	S	-	3	10	17	24	S	1	8	15	22	29	S	-	5	12	19	26		
M	...	7	14	21	28	M	-	4	11	18	25	M	2	9	16	23	30	M	-	6	13	20	27		
Tu	1	8	15	22	29	Tu	-	5	12	19	26	Tu	3	10	17	24	31	Tu	-	7	14	21	28		
W	2	9	16	23	30	W	-	6	13	20	27	W	4	11	18	25	...	W	1	8	15	22	29		
Th	3	10	17	24	31	Th	-	7	14	21	28	Th	5	12	19	26	...	Th	2	9	16	23	30		
F	4	11	18	25	...	F	1	8	15	22	29	F	...	6	13	20	27	...	F	3	10	17	24	31	
S	5	12	19	26	...	S	2	9	16	23	30	S	...	7	14	21	28	...	S	4	11	18	25	...	
SEPTEMBER.						OCTOBER.						NOVEMBER.						DECEMBER.							
S	-2	9	16	23	30	S	-	7	14	21	28	S	-	4	11	18	25	S	-2	9	16	23	30		
M	-3	10	17	24	...	M	1	8	15	22	29	M	-	5	12	19	26	M	-	10	17	24	31		
Tu	-4	11	18	25	...	Tu	2	9	16	23	30	Tu	-	6	13	20	27	Tu	-	4	11	18	25	...	
W	-5	12	19	26	...	W	3	10	17	24	31	W	-	7	14	21	28	W	-5	12	19	26	...		
Th	-6	13	20	27	...	Th	4	11	18	25	...	Th	1	8	15	22	29	Th	-6	13	20	27	...		
F	-7	14	21	28	...	F	5	12	19	26	...	F	2	9	16	23	30	F	-7	14	21	28	...		
S	1	8	15	22	29	...	S	6	13	20	27	...	S	3	10	17	24	...	S	1	8	15	22	29	...

