S. S. "FRANCE" is equipped with long distance wireless telegraph; also with the Bell Safety Signal which signals at a certain distance the approach of other vessels and adds to the safety of the steamer, especially in case of fog.

The hull of the S.S. "FRANCE" is divided into numerous watertight compartments, automatically operated from the Bridge in case of danger.

S. S. "FRANCE" is also equipped with a complete system of fire signals consisting of electric lamps and bells.
Seats at Table:

Seats of the dining-rooms are assigned by the Chief Steward immediately after sailing, governed as far as possible by the wishes of the passengers. Children are not entitled to seats in the main dining-rooms unless full fare is paid.

Smoking:

Passengers are requested not to smoke in the smoking rooms, music rooms, library, or staterooms.

Valuables:

The French Line cannot accept responsibility for money or valuables kept in staterooms.

There is no safe on the Steamer or in the steerage, but passengers may protect themselves by insurance.

Exchange of Money:

For the convenience of passengers, the information bureau attendant is prepared to exchange a limited amount of money; rates will be quoted on application.

Baths:

Passengers will please arrange the hours for their baths with the bathroom stewards.

Life-Boats:

There may be obtained an application to the steward or stewardess.

Chairs and Rugs:

Chairs can be hired from the deck steward at a charge of $1.50 each for the duration of the voyage. Steward may also be arranged for with the deck steward. Blankets and pillows must not be taken from the staterooms.

Church Services:

Mass on Sunday at 9:30 A.M. in the great saloon.

Charges Collected on Board:

Passengers are requested to ask for a receipt on the Company's form for all charges collected on board.

Charges in Accommodations:

No charges can be made in the accommodations of passengers except officially by the Purser.

Dogs:

Dogs will be carried at the owner's risk, in the hold, at the rate of $15.00 each for the time abroad, tickets for which should be obtained at the time of making passenger's own ticket. In instances where this has not been done, the Purser is authorized to refuse the charges.

Bars:

The first and second-class bars open at 7:30 A.M. The first-class bar closes at Midnight, and the second-class bar at 11 P.M., but it is within the discretion of the Commander, at any time during the voyage, to change these hours, should he consider it necessary advisable.

Barber:

The barber-shop is open from 8 A.M. to Noon and 2 P.M. to 7 P.M., and a fixed tariff of charges is posted therein. The barber is also authorized to cut the hair of passengers.

Musicians:

The services of a musician are at the disposal of the passengers at a fixed rate which will be advised upon application.

Deck Games and Amusements:

All deck games are provided on board and may be hired from the deck steward on application. Chess, Checkers, Dominoes, Jaccquet, etc., can be had on application to the lounge or smoking room stewards.

Library:

A large and well-stocked library is at the disposal of passengers, books may be obtained from the stevedore in charge of the saloon, subject to the rules of the company. Passengers are urged to bring the names of their favorite passages, and to bring in return books to the library, after they have been exchanged. The English books being the most in demand, the stevedore in charge will accept books on this condition.

Gymnasium:

A gymnasium completely equipped with the most modern apparatus, and in charge of a competent instructor, is available for exercise for passengers. No charge is made either for the use of this equipment or the services of the instructor.

Monetary:

The services of any experienced master are at the disposal of passengers, at a fixed rate, which will be advised upon application.

Valet Service:

In charge of an expert tailor, a pressing and cleaning room is available for the use of passengers, bringing any such work to be done, rates for which may be had on application at the information bureau.

Medical Attention:

The ship's Doctor is at all times at the disposal of passengers requiring his professional services, for which no charge is made. In all cases, remittance will be forwarded free by the company when prescribed by the Doctor.
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Miss Jean A. Treadle
Miss Marie Magdalena Treadle
Miss June Tozer
Miss Helen Todd
Miss Ruth T.
Miss Velma Toth
Mrs. R. Toole
Mrs. M. M. Town
Miss Minnie Town
Rev. A. V. Tower
Rev. A. V. Tower
Mrs. E. V. Voth
Mr. E. G. Voth
Mrs. Voth
Mr. Voth
Mrs. L. Voslund
Mrs. T. Voslund
Mrs. L. C. Waker

SECOND CABIN

Mr. A. A. Anderson
Miss F. G. Anderson
Miss C. Anderson
Miss D. Anderson
Mr. E. D. Adams
Mrs. E. Adams
Mr. H. R. Adams
Mrs. H. R. Adams
Mrs. H. R. Adams
Mrs. M. Adams
Mrs. M. A. Adams
Miss M. Adams
Mrs. M. Adams
Miss E. Adams
Miss E. Adams
Mrs. E. Adams
Mrs. E. Adams
Mrs. E. Adams
Mr. T. Adams

Miss A. Backer
Miss M. E. Baur
Mrs. C. Baur
Mrs. C. Baur
Miss E. Beadle
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Miss E. Beadle
Mrs. E. Beade
Maquis du Louvre:
There has been established in Paris a Custom’s representative, a branch of the
Préfecture de Police department, known as the Maquis du Louvre, where a large number of merchandise
and objects of art is on sale.

Tourist Information Bureau:
A tourist information bureau has been established in Paris and is in charge of a custom representative of the Société Francaise du Tourisme. Here all travel and tourist information may be obtained, reservations made for hotels, trains, roads, and automobiles and money tickets obtained.

North African Motor Tourist:
Full information, reservations and tickets for the North African Motor Tours, conducted by the Compagnie Generale Transafricaine may be obtained at the office.

Baggage:
Passengers are urged to leave their baggage, as they French Line is solely responsible for the transportation of baggage. All inquiries regarding baggage should be directed to the Office.

Ice Room:
The Ice Room is at the disposal of passengers who wish to preserve food, ice cream, or other perishables during the voyage.

Cleaning of Shoes:
Shoes left beside the cabin doors in the evening will be cleaned free of charge. However, the French Line accepts no responsibility for the resulting from passengers taking advantage of this service.

Claims:
Passengers desiring to file claims, complaints, or requests, are requested to present their claims to the Purser.

Head Tax:
Passengers to whom it is a relief of United States Government Head Tax can secure information regarding refund from the Purser.

Post Office:
A Post Office, under the management of a representative of the French Government Postal Service is on board, where postage is sold, stamps, and postal cards may be obtained, mail registered, and all usual post office business transacted.

Prior to Leave:
The situation of passengers is that the French Line steamer will be a covered pier in New York to a covered pier in Havre, thereby eliminating the disagreeable features of changing from steamer to tender and from tender to pier.

Arrived in France:
On arrival at the dock in Havre, a special train for Paris will be found awaiting the steamer. Passengers who have not obtained their tickets for this train are requested to go to Paris from the Customs house. Reservations.

Havre, and Havre-Paris $35, 2nd class, 200 francs, or $2.00 including automobile service. Capacity, 12 passengers.

Passengers for Paris are urged to check their baggage through to that point, and those desiring to have their baggage forwarded on the special steamer trains, can arrange to do so with the cabin steward on payment of a nominal charge.

Passengers wishing to store baggage with the company while in Havre should call at the Company’s office in Havre.

Railroad Travel in France:
Rates of fare upon the railways of France average, figured at the rate of eight cents to the franc, 25 cents per mile for first class, and 15 cents second class. First-class travel in France practically corresponds to Pullman car in the United States, and second class with ordinary day-train travel.

Practically all through mainline trains carry a sleeping car, in which exceptionally good meals and several table d’hote. At the principal railroad stations will be found excellent dining-rooms, under the supervision of the�

Suits in the day trains can be secured in advance for practically all through trains by paying a fee of about two francs per suit for first and second-class.

Free allowance of baggage on French railways is limited to 30 kilograms for 66 pounds per adult, and 20 kilograms or 44 pounds for children paying half fare. A small charge of 40 centimes and a stevedore of 10 centimes is made for checking. Excess baggage is charged for according to weight.

Children up to three years of age are carried free. Between the ages of three and seven pay one-half the adult fare.

Return to New York:
All baggage (excepting handbags, etc.) must be checked at the Gare St. Lazare the day

before departure. French Customs regulations require that all baggage be inspected by the Customs official before being checked. Cabin tickets will be sent directly from the steamer train to the proper offices.

Passengers are cautioned that the utmost care should be taken in filling out the questionnaire for the United States Immigration authorities, as any error may result in considerable inconvenience or penalty, in detection of the passenger.

Great care should also be exercised in filling out the United States Customs declaration, showing the exact number of pieces of baggage, listing all articles acquired since leaving the United States, and stating the full value of all such articles. Remaining customs are entitled to free entry of one hundred dollars’ worth of goods acquired abroad. In filling out this declaration, a close attention to the detailed given therein will oblige a great deal of effort on routing New York.

Arrival in New York:
All mail and cabin baggage is received from the steamer as quickly as possible upon arrival, and placed on the pier beneath the letter corresponding to the first letter of the passenger’s last name. When all baggage has been unloaded, the passengers proceed to the Custom’s dock, the passen-

ger’s slip being taken from the bottom of the declaration, and an inspection will be made to verify the passenger’s luggage.

The receipt for baggage checked at the Gare St. Lazare before departure from Paris will be taken up by a representative of the Company’s baggage department as the passenger passes out through the Custom’s barrier in New York.

Representatives of the railroad, telegraph, and express companies will be found on the pier at the service of passengers.

Telephones booths are located on the pier, for local or long distance service. Public washrooms are located in front of the pier.