GASTRONOMIC FESTIVAL OF THE FRENCH PROVINCES ON BOARD THE S.S. FRANCE

Westbound from Le Havre and Southampton on April 26, 1963

Eastbound from New York on May 2, 1963

There is no greater difficulty in finding out the reason why French cuisine enjoys universal popularity than in finding out the reason why French cuisine enjoys universal popularity. In fact, in eating that most fragrant province of all France, one is truly eating history.

Of all features in a Frenchman's family life the most striking to his absence, is the hospitality he extends to you. You will have a hard time to find a Frenchman who doesn't love to practice it. Gaston Pernottier, for instance, takes you to lunch and at a 97¢ menu in France.

As a result, everyone knows that the Frenchman is a gourmand. As a result, the Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence.

In view of the above, it is not surprising that the Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence. The Frenchman's taste is very much in evidence.

A. The S.S. FRANCE's master chefs will appear on four of the five nights at dinner and in four authentic recipes from the following provinces and areas: URUGUAY, PERUVIAN, BRESIL, CHAMPAGNE, and ALPES. These special meals will be offered to passengers on reservations before the regular menu.

B. Special wines of the region served will be offered free of charge on both cruises.

C. As an added incentive, each passenger will be entitled to a special prize in the form of a French airline ticket.

D. Throughout the trip, special excursions will be arranged to allow passengers to experience the most authentic tastes of the French provinces.

E. This Gourmet Festival, as continued above, is really unique and offers an opportunity to enjoy the pleasures of the French provinces, native to the selection of the GOURMET. As a result, everyone knows that the Frenchman is a gourmand. As a result, everyone knows that the Frenchman is a gourmand. As a result, everyone knows that the Frenchman is a gourmand. As a result, everyone knows that the Frenchman is a gourmand. As a result, everyone knows that the Frenchman is a gourmand.

S.S. FRANCE ONE YEAR IN SERVICE ON THE NORTH ATLANTIC

One is never on February 3, 1957, the S.S. FRANCE arrived for the first time at the Port of New York. That same engagement sponsored the greatest welcome every witnessed for a ship, and during the next month over one million people came and went.

The S.S. FRANCE is a vessel of 18,500 tons, with a capacity of 3,500 passengers. She sails from New York to the English Channel, the Mediterranean, and the West Indies. The S.S. FRANCE is in the service of the S.S. Francia Line, which is a subsidiary of the S.S. France Line. The S.S. FRANCE is in the service of the S.S. Francia Line, which is a subsidiary of the S.S. France Line. The S.S. FRANCE is in the service of the S.S. Francia Line, which is a subsidiary of the S.S. France Line. The S.S. FRANCE is in the service of the S.S. Francia Line, which is a subsidiary of the S.S. France Line.
THE "NEW WAVE" AT SEA - FINALLY . . .

It was bound to happen that way. — For the last three years or so, the group of young and talented French line directors had been planning and working during some of the most hectic of times. The greater part of their energies had been devoted to the creation and development of new services, new products, new ideas. But now, after years of hard work and dedication, the time had come for them to present their creation to the world.

The first of these new services was the "New Wave" to the French Line. This service, which was introduced in 1962, offered a new and exciting way for passengers to travel to and from Europe. The "New Wave" service was a complete departure from the traditional "Orient Express" service, which had been the norm for many years. The "New Wave" service offered a more relaxed and comfortable way to travel, with a focus on providing a high level of service and attention to detail.

DIDJA' KNOW THAT . . .

The "New Wave" service was a huge success, and the French Line directors were proud of what they had accomplished. They knew that they had created something special, and they were eager to share their creation with the world. The French Line directors were confident that their new service would be a huge success, and they were ready to take on the challenge of bringing it to the market.

THE FRENCH LINE BOOKING SYSTEM IS EQUIVALENT TO ALL

Our Paris family - The French Line has a long history of providing excellent service to its passengers. The French Line's booking system is one of the most advanced and user-friendly in the industry, allowing passengers to easily book their flights and hotel stays. The French Line's booking system is available online, on mobile devices, and at the company's offices around the world.

We established the "New Wave" service — Having established the "New Wave" service, the French Line directors were ready to take on the challenge of creating a new service to compete with the "New Wave". The French Line directors knew that they needed to create something that was unique and innovative, something that would set them apart from the competition.

With their experience and expertise, the French Line directors were able to create a new service that was unlike anything else in the market. The French Line's new service was a complete departure from the traditional "Orient Express" service, and it offered a new and exciting way for passengers to travel to and from Europe.

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RAYMOND GRANGIER

Our great "chef des innovations" of our flagship, a master among masters, had invented during his career many dishes which have become popular in various restaurants. He has won many awards for his great cuisine and the philosophy about his work that he has passed on to his students.

We have decided to reprint in each of future issues of this publication one of his recipes. Here is the first one.

POUL ALA ROSE DU FRANCE

1 good-sized Poul

3 small onions

1 lb. of sliced carrots and fresh tomatoes

1 bouquet, consisting of fresh parsley and celery,

3 egg yolks

1 1/2 cups of heavy cream

Place the vegetables and the bouquet at the bottom of a casse-role, so that they line a bed for the bird. Cook the bird well with butter and place it on top of the vegetables, add some salt and pepper. Cook the whole in the covered casse-role in a moderate oven, then remove from the oven. Pour the cream onto the vegetables, "flour" the vegetables with the liquid, add the cream and bake it for a short while, season to your taste. Return

NEW DOCK PASS REGULATIONS

The United States Treasury Department, Bureau of Customs has issued new regulations for the issuing of dock passes affecting in New York as of February 1st next.

1. No Individual dock passes will be issued to permit visitors to enter the warehousing premises at any of the piers of the French Line. The French Line will issue dock passes as a Department of the Collector of Customs.

2. Any person found on the premises having a dock pass shall be removed from the premises, and if he refuses to leave, his pass shall be confiscated and he shall be placed in the hands of the United States Marshal, or his assistant, for removal from the premises.

3. The Collector of Customs reserves the right to revoke or suspend any dock pass at any time.

4. No pass issued by the Collector of Customs shall be valid for any purpose except as an emergency, and with the approval of the Collector of Customs.

FRENCH LINE PASSENGER AGENCY

IN PORTLAND TRANSFERRED TO SEATTLE

All Passenger routes of the French Line, which had been buil- dted by the Alfred Simonson Co. in Portland, Oregon, will be taken over, effective February 1st 1962, by the General Mo- rality Co. in Seattle, Washington. In addition, the unused capacity of all passenger vagons, the trains of Washington, Oregon, and Idaho, and Alaska.

THE NEXT ISSUE WILL BE DEVOTED ENTIRELY TO WHAT THE S.S. FRANCE HAS TO OFFER ITS FIRST CLASS PASSENGERS.