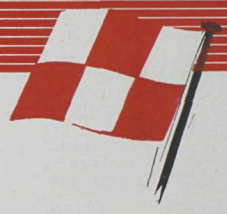
$25.00



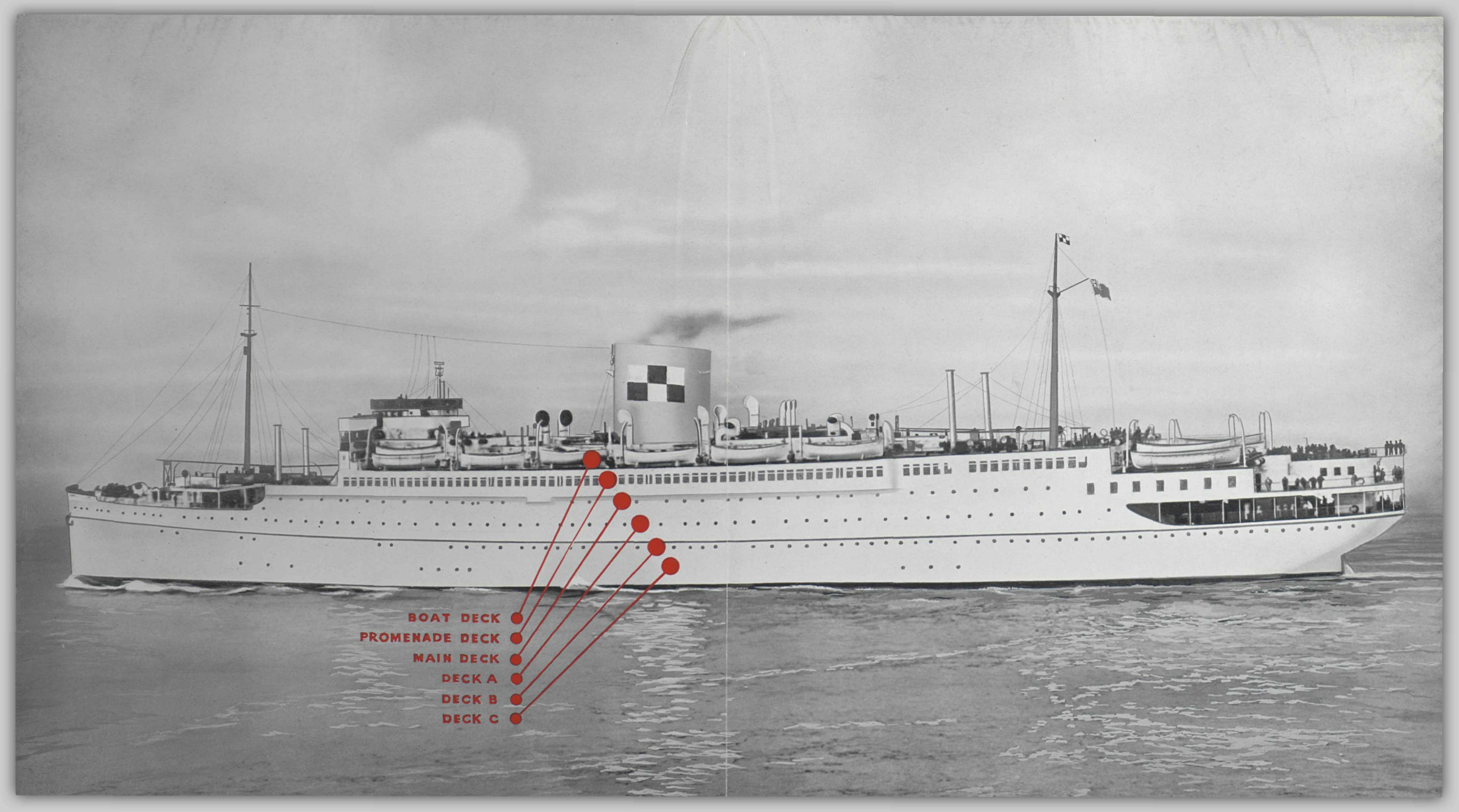
Canadian Pacific

# EMPRESS OF AUSTRALIA

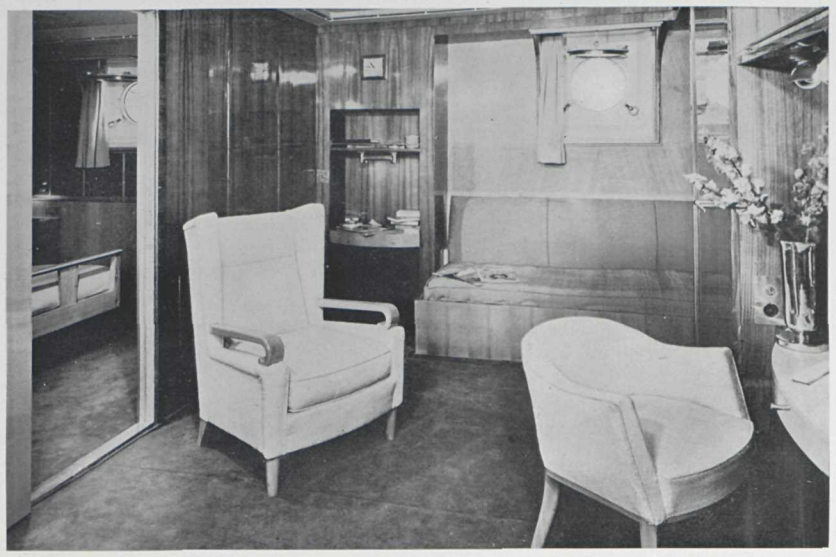
20,000 tons

*PLAN OF ACCOMMODATION*

904 Canada Bldg.
BEacon 8292


BOAT DECK
PROMENADE DECK
MAIN DECK
DECK A
DECK B
DECK C

*Bedroom of a Suite*



*Sitting Room of a Suite*

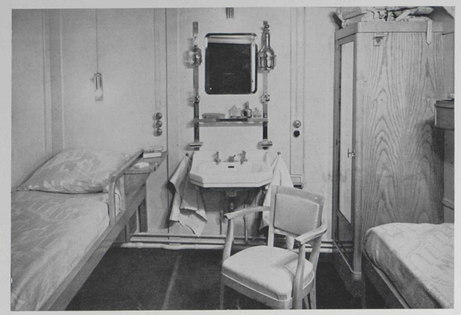
*The Smoking Room*

*The Writing Room*

*Private Dining Room*

*First Class Veranda Café*

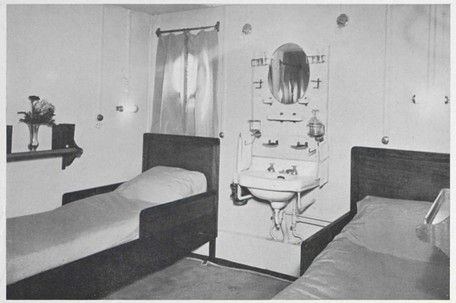
You do more than cross the Atlantic when you travel in the Empress of Australia—you enjoy the most restful and luxurious of holidays. Take your ease in the fine public rooms, relax or walk as you will on the promenade decks, return to your own pleasant bedroom—at every turn you find supreme comfort.



*First Class Double Bedroom*

*First Class Single Bedroom*

*First Class Single Bedroom*

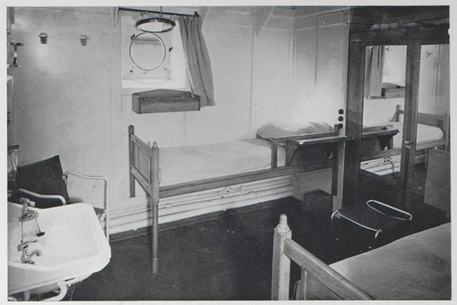


*First Class Double Bedroom*

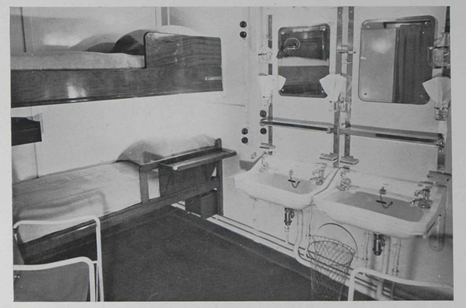
*The Dining Room*

*The Lounge*

The dining room, with its splendid views, is most attractive; the chairs are of crimson leather, and the flooring is in dark green. The cocktail bar is particularly chic and gay: the lounge has a friendly welcoming atmosphere enhanced by the quiet elegant decor.



*Tourist Cabin*



*Tourist Cabin*

*Tourist Writing Room*

*Tourist Dining Room*

*Tourist Smoking Room*

*Tourist Lounge*

Tourist travel provides every comfort with a welcome economy of price. The cabins are agreeably situated and are compact and attractive. The public rooms are particularly luxurious, with a very large smoking room and adjoining lounge and a glass-enclosed promenade deck.

Canadian Pacific

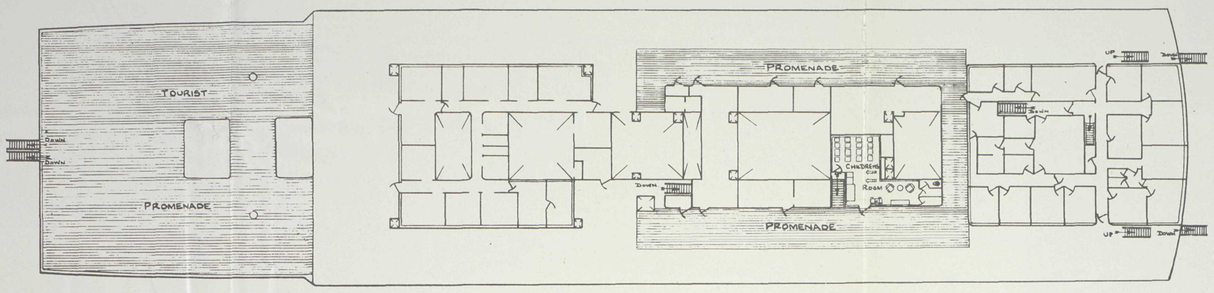
# EMPRESS OF AUSTRALIA

LENGTH — 572 FEET • BREADTH — 71 FEET

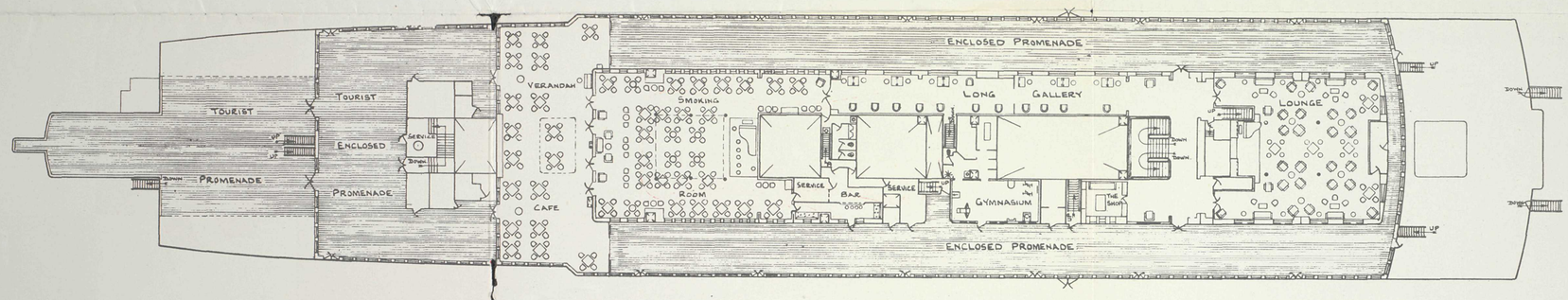
19,600 TONS GROSS

| | | | |
|---|---|---|---|
| *Lower Berths* | A.C.E. | | *Washbasin* |
| *Upper Berths* | B.D. | | *Shower* |
| *Dressing Table* | | BATH | *Bath* |
| *Wardrobe* | | | *Toilet* |

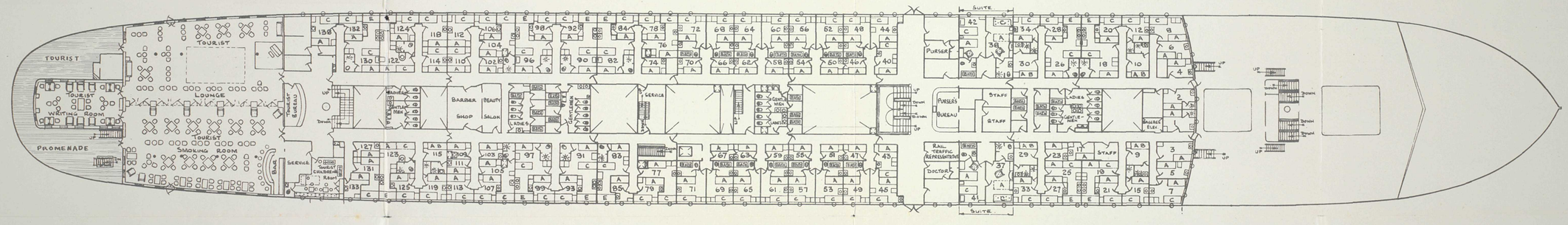
## BOAT DECK



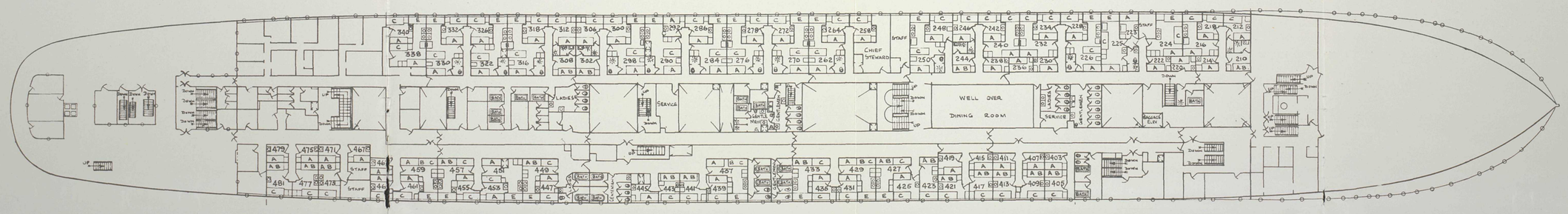

## PROMENADE DECK




## MAIN DECK




## DECK A

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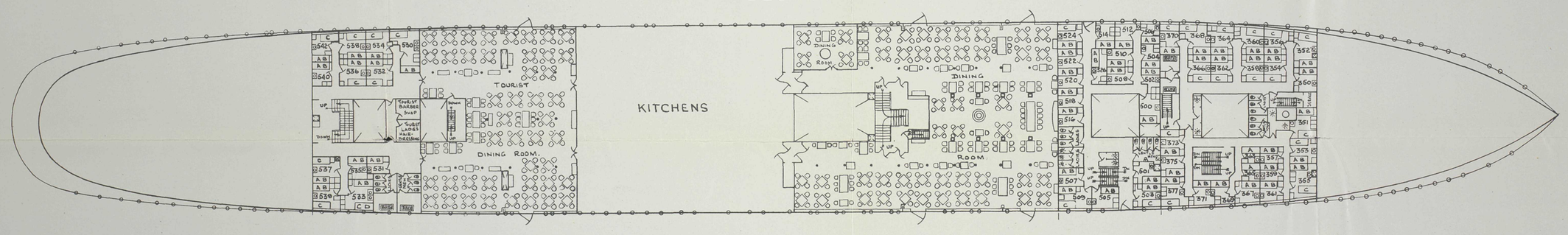
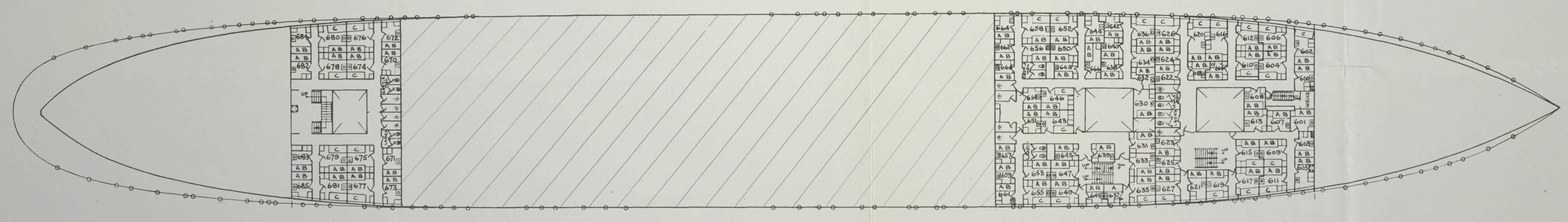
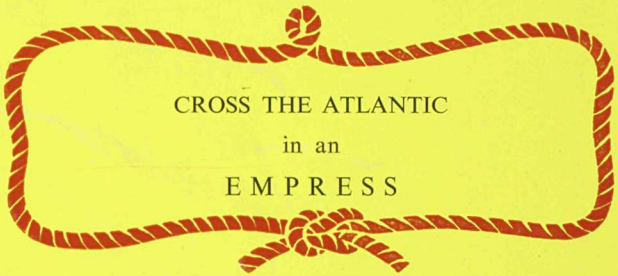



## DECK C






Latest addition to the world-famous fleet of White Empresses is the " Empress of Australia." She was British built by Cammell Laird at Birkenhead and first saw Atlantic service with the French Line, when she was known as the " De Grasse " after the famous French admiral of that name.

The spacious comfort and good looks are everything you would expect from an Empress. There are two promenade decks, one open, one entirely enclosed with glass, lined with deep chairs looking out on the panorama of sea and sky.

The lounge is decorated in silvery maple and pale sycamore, a room full of comfort and welcome. There are plenty of wide restful chairs yet, thanks to the cleverly-designed proportions of the room, there is always a sense of light and space. The smoking-room is perfectly laid out for bridge parties or any other card games. A particular feature of the Empress of Australia is the veranda café with its gay continental atmosphere, where you can have tea, coffee or what you will, looking out onto the fascinating ever-changing sea. But wherever you go in the ship you will find the service the same : thoughtful, friendly and quietly efficient. The dining-room is lit by wide windows, decorated with unobtrusive elegance : the superb cuisine and magnificent wine-list are of international renown.

Children are looked after with their own playrooms equipped with everything a child can need.

There is a wide choice of bedrooms to suit your personal taste, but all are light and airy, delightfully furnished and decorated, with plenty of wardrobe space, and a limited number with private bathrooms.

Wherever you go on board you will find comfort, interested, considerate service, all the amenities you expect when you travel Canadian Pacific.

Printed in England, 1953.

# CABIN CLASS PLAN

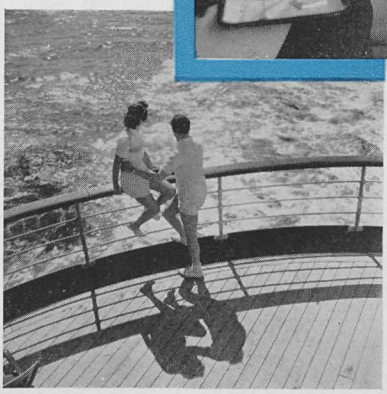
# De Grasse

French Line

# LIFE ABOARD THE S. S. DE GRASSE

Deck Tennis

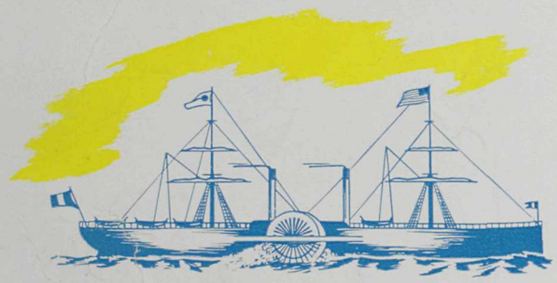
Tea on Deck



Romance

# French Line . . . . 1864 to 1948

## A BRIEF HISTORY



Of the proud roster of French Line Ships which plied the North Atlantic sealanes before the war, DE GRASSE, LAFAYETTE, CHAMPLAIN, PARIS, ILE DE FRANCE, and NORMANDIE, the DE GRASSE carries on for the moment alone.

For eight decades the French Line has linked the *Old World* to the *New* with an ever growing fleet of passenger and cargo vessels. From the paddle wheels and sails of the first mail steamer WASHINGTON in 1864, to the NORMANDIE, each ship has signified a step forward in technical innovations and artistic refinements.

This great maritime enterprise was founded upon a father-to-son tradition of hardy Breton and Norman seamen, wise in the ways of the sea, a tradition carried on and supplemented by the Company's training schools for officers, seamen, and steward personnel.

Like a great family, the French Line has handed down from ship to ship through the years, despite wars and constantly changing conditions, the proud heritage of fine service and dependable performance.

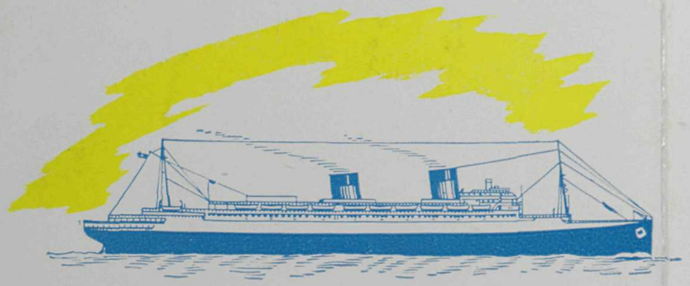
## WAR SERVICE

In September 1939, at the outbreak of World War II, a large part of the half million tons of French Line shipping immediately entered war service, many of its ships continuing to serve the Allied cause after the Franco-German Armistice in June 1940. Among them was the ILE DE FRANCE, which stripped of its luxurious appointments, served for six years, carrying over 600,000 troops.

Subsequent to the Allied landings in North Africa in November 1942, over 100,000 more tons of French Line ships were placed in service. The American offices of the French Line offered their services to the War Shipping Administration, and were honored by an appointment as General Agents for the operation of all French shipping under American control.

In the course of the war, the French Line lost 62% of its 1939 tonnage, including the majority of the Line's most modern passenger vessels. Greatest of these was the NORMANDIE, renamed U.S.S. LAFAYETTE, which burned and capsized in the Port of New York while in the course of conversion by the United States Navy into a troopship.

## FUTURE PLANS

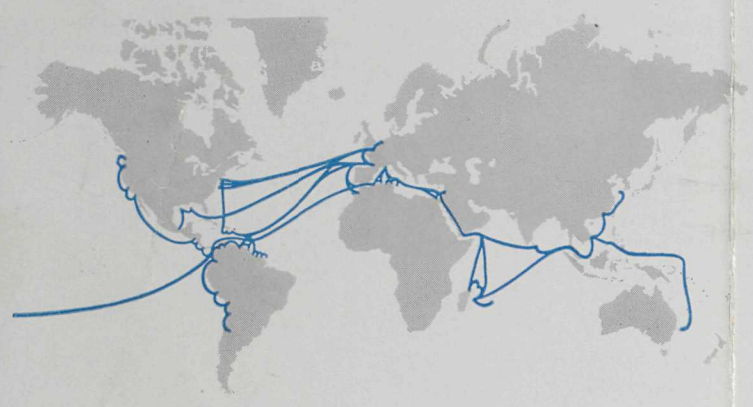


Reconstruction plans of the French Line's once proud fleet include the reconditioning of the ships which remain, an extensive program of shipbuilding comprising 25 cargo ships, and the acquisition of 32 Liberty ships now in operation, totaling 565,000 tons.

The 43,450 ton ILE DE FRANCE, now being refitted at St. Nazaire, will accommodate 1,353 passengers when she re-enters service. She will feature a large motion-picture theatre, and a luxurious swimming pool.

The 49,746 ton LIBERTE, which as the EUROPA won the Atlantic Blue Ribbon, was awarded to France by the Allied Commission of War Reparations. Now undergoing complete refitting and redecoration in St. Nazaire, she will join the French Line's North Atlantic service when completed.

# France Afloat . . WORLD-WIDE SERVICES



THE FRENCH LINE—most popularly known for its passenger service to England and France—has been for nearly a century an essential factor in the economic life of its homeland. On the eve of World War II, it was the commercial link . . . the maritime contact with a hundred ports-of-call. It ensured the mother country's commerce with the Caribbean islands and the coast of North Africa; its ships fetched and transported cargoes from the East and West coasts of South America and the great ports of the Gulf and Pacific coasts. Through affiliation with other steamship lines, it offered both passenger and freight service to and from the Eastern Mediterranean, the Near and Far East, and East Africa.

Again the houseflag of the Line is seen in its main fields of transportation—the North Atlantic, the Gulf, the North and South Pacific, the West Indies, and the Mediterranean. Through agreement with the Messageries Maritimes which the French Line represents in North America, once more, the scope of operations of the French Line is world-wide.

## Cuisine

EVERY MEAL IS AN EVENT, every evening a memorable occasion, an experience in good living in the French manner. Foreign flavor, yes . . . but service so attentive that you will know yourself to be a welcome guest. English speaking stewards and alert little pageboys anticipate your every need.

Upon your arrival in France after the leisure and fun of a crossing on "France Afloat," you will feel refreshed, physically and mentally, ready for the delights and thrills ahead . . . all your baggage right with you, and your car, if you brought it along, ready and waiting at the pier.

A vacation in itself, your French Line trip will give a foretaste of France.

## WEST INDIES

Regular passenger and cargo service from French Channel ports to the Panama Canal via the French West Indies, Barbados, Trinidad, and the Spanish Main.

## PACIFIC COAST

Regular *cargo service from French Atlantic ports to North and South American Pacific coast ports, via the Panama Canal.

* Limited number of passengers accepted.

## MEDITERRANEAN

Frequent passenger and freight service from Marseilles to Algeria and Tunisia via the French Line, and to the Eastern Mediterranean via Messageries Maritimes.

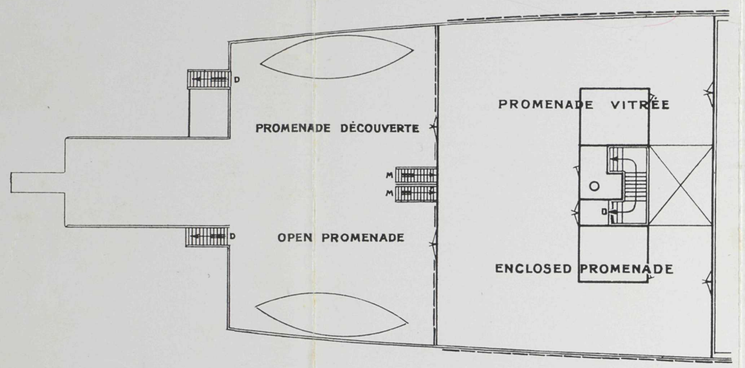
## The De Grasse

OPEN PROMENADE DECK
DINING ROOM
DECK SPORTS
LOUNGE AND DANCE FLOOR

# Cabin Class Plan of the De Grasse

*Gross Tonnage: 19,918—Length: 572 Ft.—Beam: 72 Ft.*

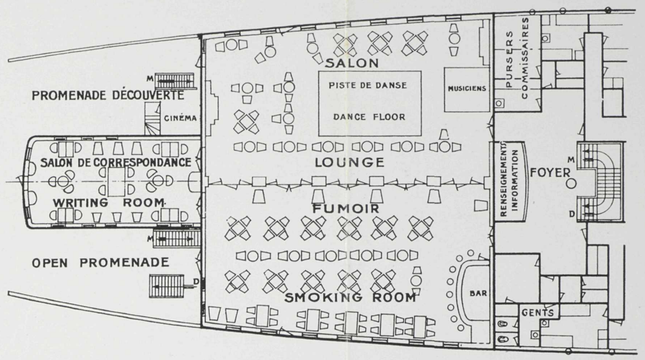
## PONT PROMENADE PROMENADE DECK

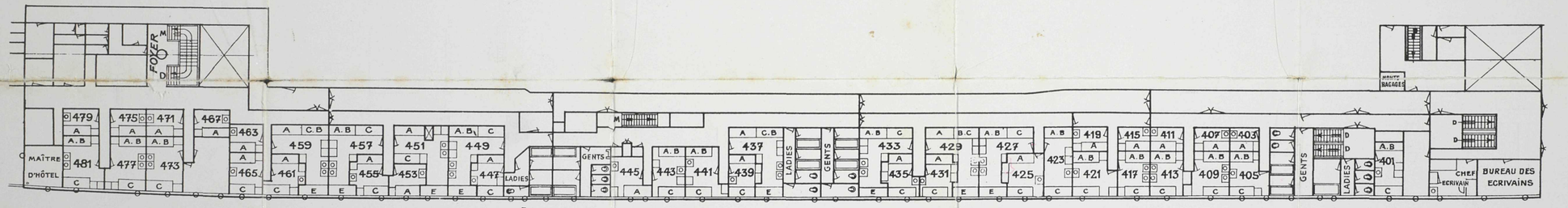



**INDEX**

- Lavabo — Washstand
- Baignoire — Bath Tub
- Douche — Shower
- W. C. — Toilet
- Armoire — Wardrobe
- A C E — Désignent les couchettes inférieures — Indicate lower berths
- B D — Désignent les couchettes supérieures — Indicate upper berths

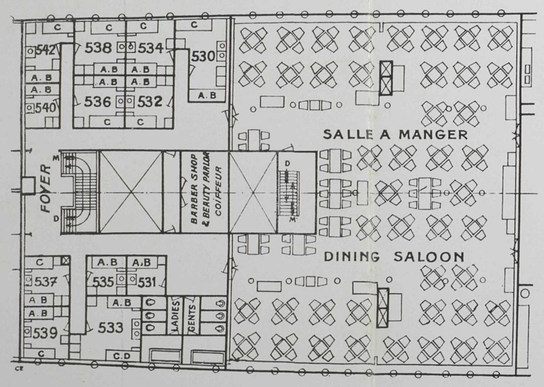
## PONT PRINCIPAL MAIN DECK

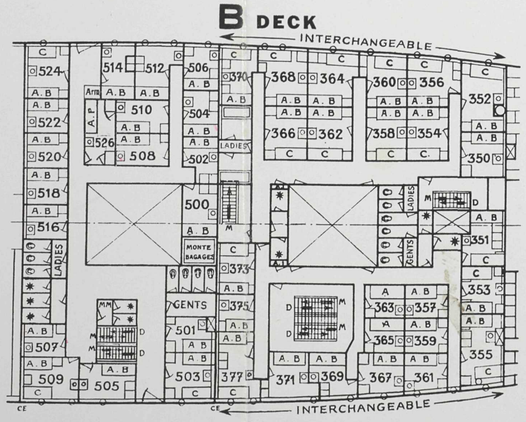


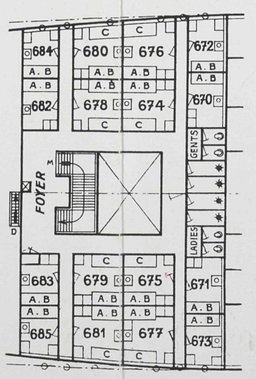

## PONT A A DECK

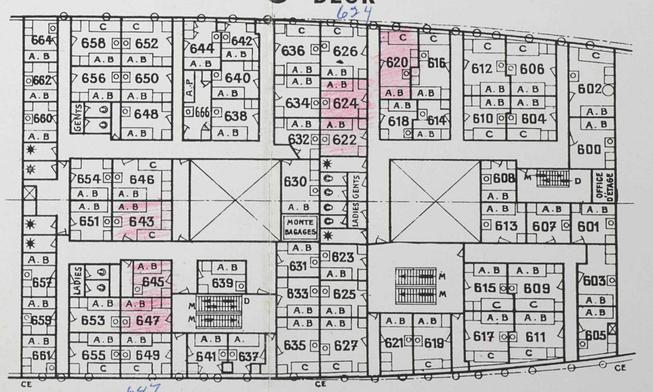
## PONT B B DECK

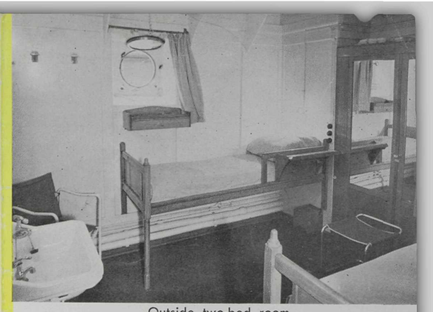


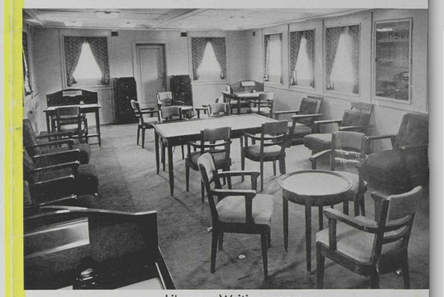

## PONT C C DECK



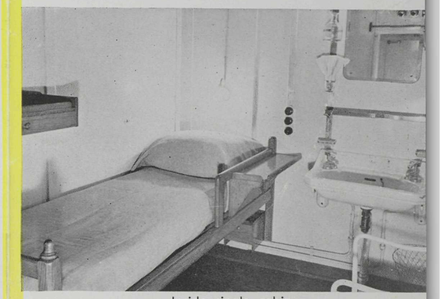



Outside two-bed room

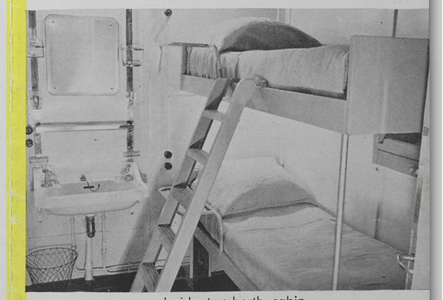


Library—Writing room

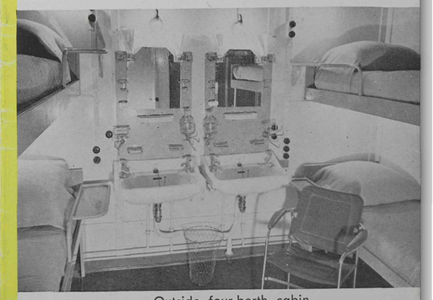


Inside single cabin

Bar—Smoking Room



Inside two-berth cabin



Outside four-berth cabin

20 —

# French Line

Compagnie Générale Transatlantique

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20 Cockspur St., S.W. 1

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