The Continent by the Queenboro' Route

Via Flushing!
A Comprehensive and Unconventional Guide to the Continent

by

H. Tiedeman.
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PRICES.

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOURIST SUIT</td>
<td>50 sh.</td>
</tr>
<tr>
<td>MORNING COAT &amp; VEST</td>
<td>50</td>
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<tr>
<td>FROCK COAT &amp; VEST</td>
<td>60</td>
</tr>
<tr>
<td>DRESS SUIT</td>
<td>84</td>
</tr>
<tr>
<td>TROUSERS</td>
<td>13</td>
</tr>
<tr>
<td>CHESTERFIELD</td>
<td>45</td>
</tr>
<tr>
<td>ULSTER</td>
<td>60</td>
</tr>
</tbody>
</table>

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(Corner of Creechurch Lane).
New Grand Bath Hotel
(FLUSHING) Holland.

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Via the Flushing Route to the principal towns of Holland:

Rotterdam, The Hague, Leyden, Haarlem, Amsterdam, etc.

(Via Rozendaal, Zwaluwe-Dordrecht).

**Twice Daily (Sundays included).**

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>Day Service</th>
<th>Night Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>London (Holborn Viaduct) dep.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>London (St. Pauls Station) dep.</td>
<td></td>
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</tr>
<tr>
<td>London (Victoria Station) dep.</td>
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</tr>
<tr>
<td>Flushing...arr.</td>
<td></td>
<td></td>
</tr>
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<td>Rotterdam D.P. arr.</td>
<td>8:29</td>
<td>9:43</td>
</tr>
<tr>
<td>The Hague...arr.</td>
<td>9:01</td>
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<td>Leyden...</td>
<td>9:22</td>
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<td>Haarlem...dep.</td>
<td>4:34</td>
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<tr>
<td>Alkmaar...arr.</td>
<td>3:34</td>
<td>5:30</td>
</tr>
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<td>den Helder...</td>
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<td>Amsterdam C. S. arr.</td>
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WEEKLY SERVICE.

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<table>
<thead>
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<th>Name</th>
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<td>Carnarvon</td>
<td>103</td>
<td>200</td>
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</tbody>
</table>

The Royal Mail Steamers of the Union Steam Ship Company, Limited under Contract with the Governments of the Cape of Good Hope and Natal), sail from Southampton every alternate Saturday, calling at Madeira, and (proceeding thence to South African Ports.

The Intermediate Steamers are despatched from Hamburg fortnightly, after calling at Rotterdam and Antwerp alternately, sailing finally from Southampton, and taking Passengers and Goods for South East-African Ports without transhipment. The intermediate Steamers call at Lisbon and Canary Islands and make a regular service between Germany, Holland, Belgium and South Africa, and with the Mail Steamers a weekly Service between England and South Africa.

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# TABLE OF CONTENTS

By Way of Preface ......................................................... i-xx
Not to be Overlooked ...................................................... xxi
Advice and Hints to British Tourists ......................... xxii-xxiv
Custom-house regulations ............................................... xxiv
Children ........................................................................... xxx
Passports ......................................................................... xxxi

**First Route.** From London to Flushing (Holland) .......... 1

**Second Route.** From Flushing to Rotterdam (Middelburg, Dordrecht) .......................................................... 11

**Third Route.** From Rotterdam to Amsterdam (Delft, The Hague, Scheveningen, Leyden, Haarlem, Zandvoort, North Holland) ......................................................... 16

**Fourth Route.** From Rotterdam to Arnhem (Gouda, Utrecht, Nymwegen) ......................................................... 29

**Fifth Route.** From Rozendaal to Antwerp (Belgium, Antwerp) .......................................................... 31

**Sixth Route.** From Antwerp to Brussels (Malines, Waterloo) .......................................................... 41

**Seventh Route.** From Brussels to Ostend (Alost, Ghent, Bergen) .......................................................... 46

**Eighth Route.** From Brussels to Aix-la-Chapelle (Louvain, Liège, Spa, Verviers) .......................................................... 51

**Ninth Route.** From Brussels to Bâle (Nancy, Dinant, Rochefort, Ardennes, Han, Luxemburg, Treves, Metz, Strassburg) .......................................................... 56

**Tenth Route.** From Flushing to Cologne (Breda, Venlo, Germany, Düsseldorf) .......................................................... 67

**Eleventh Route.** From Cologne to Frankfort-on-Main (Bonn, Godesberg, Rolandseck, Remagen, Laach, Neuenahr, Coblenz, Ems, Kreuznach, Bingen, Mayence, Wiesbaden, Schwalbach, Schlangenbad, Soden, Homburg) .......................................................... 82
<table>
<thead>
<tr>
<th>Route Number</th>
<th>Route Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twelfth</td>
<td>From Frankfort to Cassel and Hanover (Nauheim, Giessen, Wetzlar, Marburg, Wildungen, Cassel, Göttingen, The Harz, Wernigerode, Goslar, Hildesheim, Hameln, Pyrmont)</td>
<td>107</td>
</tr>
<tr>
<td>Thirteenth</td>
<td>From Frankfort to Leipsic (Hanau, Fulda, Eisenach, Coburg, Meiningen, Kissingen, Gotha, Erfurt, Weimar, Halle, Eisleben)</td>
<td>117</td>
</tr>
<tr>
<td>Fourteenth</td>
<td>From Frankfort to Bâle (Darmstadt, Worms, Heidelberg, Mannheim, Spires, Stuttgart, Cannstadt, Ulm, Tübingen, Wildbad, Carlsruhe, Rastatt, Baden-Baden, Black Forest, Rippoldsau, Trierberg, Constance, St. Gallen, Appenzell, Schaffhausen, Neuhauen, Freiburg, Badenweiler, Switzerland)</td>
<td>127</td>
</tr>
<tr>
<td>Fifteenth</td>
<td>From Bâle to Zürich (Brugg, Habsburg, Aarau, Soleure, Bienne, Neuchâtel, Lausanne, Yverdun, Baden)</td>
<td>164</td>
</tr>
<tr>
<td>Sixteenth</td>
<td>From Zürich to Coire (Einsiedeln, Glarus, Stachelberg, Murg, Wallenstadt, Ragaz, Pfäffers, Davoz, Arosa)</td>
<td>172</td>
</tr>
<tr>
<td>Seventeenth</td>
<td>From Coire to the Engadine (Alvaneu, Schyn, Thusis, Via Mala, Splügen, Bernardino, Chiaonna, Tiefenkasten, Julier, Silvaplana, Maloja, St. Moritz, Pontresina, Samaden, Tarasp, Bernina, Tirano, Sondrio, Bormio, Stelvio, Franzenshöhe, Trafoi)</td>
<td>179</td>
</tr>
<tr>
<td>Eighteenth</td>
<td>From Zürich to Lucerne (Zug, Rigi, Goldau)</td>
<td>196</td>
</tr>
<tr>
<td>Nineteenth</td>
<td>The Lake of the Four Cantons (Alpnach, Brunnen, Flüelen, Gersau, Küssnacht, Brunnen, Tellsplatte, Stansstad, Engelberg, Seelisberg, Vitznau, Weggis)</td>
<td>203</td>
</tr>
<tr>
<td>Twentieth</td>
<td>From Lucerne to Interlaken (Meiringen, Grimsel, Furca, Brienz, Giessbach, Lauterbrunnen, Grindelwald, Mürren)</td>
<td>208</td>
</tr>
<tr>
<td>Twenty-first</td>
<td>From Interlaken to Berne (Niesen, Kandersteg, Thun, St. Beatenberg, Lenk)</td>
<td>215</td>
</tr>
<tr>
<td>Twenty-second</td>
<td>From Berne to Geneva (Fribourg, Lausanne, Ouchy, Vevey, Clarens, Montreux, Chillon, Evian, Morges, Rolles, Coppet)</td>
<td>220</td>
</tr>
<tr>
<td>Twenty-third</td>
<td>From Geneva to Chamouny (Cluses, Bonneville, St. Gervais, Flègère, Mer de Glace, Glacier de Bossons, Montanvert, etc)</td>
<td>232</td>
</tr>
<tr>
<td>Table of Contents</td>
<td>Page</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td><strong>Twenty-fourth Route.</strong> From Chamouny to the Rhone Valley</td>
<td>237</td>
<td></td>
</tr>
<tr>
<td>(Argentière, Tête Noire, Col de Balme)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Twenty-fifth Route.</strong> The Valley of the Rhone (St. Maurice, Martigny, Bourg</td>
<td>238</td>
<td></td>
</tr>
<tr>
<td>St. Pierre, Great St. Bernard, Saxon, Sion, Louèche-les-Bains, Gemmi, Viège,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zermatt, Saas-im-Grund, Brigue, Eggischhorn)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Twenty-sixth Route.</strong> From Lucerne to Milan (St. Gotthard, Altdorf, Amsteg,</td>
<td>248</td>
<td></td>
</tr>
<tr>
<td>Maderanerthal, Wasen, Göschenen, Andermatt, Ilanz, Lukmanier, Oberalp, Airolo,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Biasca, Bellinzona, Locarno, Lago Maggiore, Luino, Laveno, Varese, Intra,</td>
<td></td>
<td></td>
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<tr>
<td>Borromean Islands, Pallanza, Stresa, Arona, Lugano, Capolago, Monte Generoso,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chiasso, Como, Colico, Menaggio, Lago di Como, Bellagio, Cadenabbia, Lecco,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monza, Bergamo, Certosa di Pavia, Pavia, Italy</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Twenty-seventh Route.</strong> From Milan to Turin and Genoa (Magenta, Novara,</td>
<td>281</td>
<td></td>
</tr>
<tr>
<td>Vercelli, Turin, Susa, Asti, Allessandria, Nervi, Spezia, Carara, Pisa, Livorno,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pegli, San Remo, Bordighera)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Twenty-eighth Route.</strong> From Milan to Venice (Brescia, Desenzano, Lago di</td>
<td>297</td>
<td></td>
</tr>
<tr>
<td>Garda, Riva, Arco, Trento, Verona, Mantua, Vicenza, Treviso, Padua, Murano)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Twenty-ninth Route.</strong> From Milan to Florence (Cremona, Piacenza, Parma,</td>
<td>319</td>
<td></td>
</tr>
<tr>
<td>Modena, Bologna, Ferrara, Ravenna, Rimini, Faenza, Ancona, Loreto, Brindisi,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pistoja)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thirty-first Route.</strong> From Florence to Rome (Orvieto, Bolsena, Perugia,</td>
<td>338</td>
<td></td>
</tr>
<tr>
<td>Assisi, Spoleto, Terni, Siena, Albano, Frascati, Tivoli)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thirty-first Route.</strong> From Rome to Naples (Cassino, Capua, Capri, Sorrento,</td>
<td>367</td>
<td></td>
</tr>
<tr>
<td>Castellammare, Pompei, Vesuvius, Pozzuoli, Amalfi, Salerno, Pesto)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thirty-second Route.</strong> Sicily (Messina, Taormina, Catania, Etna, Syracuse,</td>
<td>382</td>
<td></td>
</tr>
<tr>
<td>Girgenti, Palermo, Monreale, Marsala, Trapani)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thirty-third Route.</strong> From Cologne to Hamburg (Münster, Osnabrück, Bremen,</td>
<td>389</td>
<td></td>
</tr>
<tr>
<td>Norderney, Altona, Cuxhaven, Heligoland)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thirty-fourth Route.</strong> From Hamburg to Copenhagen (Flensburg, Korsør, Kiel,</td>
<td>396</td>
<td></td>
</tr>
<tr>
<td>Lübeck, Denmark, Hel-singör, Fredriksborg)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE OF CONTENTS.

Thirty-fifth Route. From Copenhagen to Christiania (Helsingborg, Göteborg, Göta Canal, Trollhättan, Wenersborg, Scandinavia. Fredrikshald, Mors, Oscarshall) .................................................. 405

Thirty-sixth Route. From Christiania to Trondhjem, via Bergen (Laurvik, Laurdal, Skien, Telemarken, Christiansand, Stavanger, Odde, Eide, Röldal, Hardanger, Bergen, Vossevangen, Stalheim, Gudvangen, Sognefjord, Meraa, Geirangerfjord, Molde, Romsdal, Jotunhjem, Christiansund) ................................................................. 418

Thirty-seventh Route. From Trondhjem to the North Cape (Bodø, Tromsø, Hammerfest, Svaerholdklubben, Swartisen, Lyngenfjord, Torghatten, Hestmandø, the Lofoten, Storlien, Upsala) .............................................................................. 427

Thirty-eighth Route. From Christiania to Stockholm (Karlstad, Kristinehamn, Malmö, Gotland, Calmar ... 437

Thirty-ninth Route. Finland (Abo, Helsingfors) ........................................ 445

Fortieth Route. From Cologne to Hanover and Berlin (Elberfeld, Barmen, Soest, Leer, Oldenburg, Emden, Paderborn, Lippspringe, Dortmund, Essen, Hamm, Oeynhausen, Hanover, Lehrte, Schwerin, Wismar, Brunswick, Wolfenbüttel, Magdeburg, Brandenburg, Potsdam, Rostock, Warnemünde, Stettin, Stralsund, Rügen) ........................................ 447

Forty-first Route. From Berlin to Dresden (Freiberg, Chemnitz, Erzgebirge, Tharandt, Görlitz, Riesengebirge, Breslau, Meissen) ........................................................................................................ 467

Forty-second Route. From Dresden to Prague (Saxon Switzerland, Bodenbach, Tetschen. Austria. Aussig, Teplitz, Carlsbad, Eger, Marienbad, Franzensbad, Pilsen, Bayreuth, Bamberg) ........................................................................... 476

Forty-third Route. From Berlin, to St. Petersburg (Posen, Bromberg, Dantsic, Königsberg. Russia. Vilna, Dünaburg, Riga, Cronstadt, Peterhof) .................................................. 491

Forty-fourth Route. From St. Petersburg to Moskov (Nishni-Novgorod, Volga, Kasan, Kieff, Warsaw, Odessa, Crimea). 507

Forty-fifth Route. From Frankfort to Munich (Aschaffenburg, Würzburg, Nuremberg, Augsburg, Ratisbon, Starnberg, Oberammergau, Schliersee, etc.) ........................................................................ 514

Forty-sixth Route. From Munich to Innsbrück (Zell-am-See, Gastein, Achensee, Vorarlberg, Brenner, Pusterthal, Tyrol, Dolomites, Cortina, Belluno, Heiligenblut, Villach, Klagenfurt) ...................................................... 526
**TABLE OF CONTENTS.**

<table>
<thead>
<tr>
<th>Route</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forty-seventh Route</td>
<td>From Munich to Salzburg (Gaisberg, Berchtesgaden, Königssee, Salzkammergut, Mondsee, Schafberg, Strobl, St. Gilgen, Ischl, Traunsee, Hallstatt, Aussee)</td>
<td>533</td>
</tr>
<tr>
<td>Forty-eighth Route</td>
<td>From Salzburg to Vienna (Linz, Danube, Melk)</td>
<td>540</td>
</tr>
<tr>
<td>Forty-ninth Route</td>
<td>From Vienna to Trieste (Semmering, Gratz, Marburg, Römerbad, Laibach, Fiume, Abbazia, Görz)</td>
<td>552</td>
</tr>
<tr>
<td>Fiftieth Route</td>
<td>From Vienna to Constantinople (Budapest, Danube, Cracow, Tatra, Belgrad, Orsova, Mehadia, Bucharest, Bosporus, Athens, Patras, Corfu)</td>
<td>557</td>
</tr>
</tbody>
</table>

To Wind up .................................................................................. 565

Alterations and Additions .......................................................... 565

---

**PRINCIPAL ILLUSTRATIONS.**

Royal Dutch Mail Steamer „Engeland“ ... *Facing the Title.*

<table>
<thead>
<tr>
<th>Page</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Queenboro' Pier</td>
<td>xliv</td>
</tr>
<tr>
<td>Flushing Harbour</td>
<td>8</td>
</tr>
<tr>
<td>Harbour at Amsterdam</td>
<td>24</td>
</tr>
<tr>
<td>Antwerp</td>
<td>38</td>
</tr>
<tr>
<td>„Small Paris“</td>
<td>42</td>
</tr>
<tr>
<td>Strassburg and the Dom</td>
<td>65</td>
</tr>
<tr>
<td>View of Cologne</td>
<td>76</td>
</tr>
<tr>
<td>Street in Frankfort-on-the-Main</td>
<td>100</td>
</tr>
<tr>
<td>View of Zürich</td>
<td>168</td>
</tr>
<tr>
<td>Thusis</td>
<td>180</td>
</tr>
<tr>
<td>View of Meran</td>
<td>194</td>
</tr>
<tr>
<td>Berne</td>
<td>218</td>
</tr>
<tr>
<td>Rousseau’s Island at Geneva</td>
<td>228</td>
</tr>
<tr>
<td>View from Stres (Lago Maggiore)</td>
<td>256</td>
</tr>
<tr>
<td>Isola Bella</td>
<td>260</td>
</tr>
<tr>
<td>Bellagio</td>
<td>266</td>
</tr>
<tr>
<td>Duomo at Milan</td>
<td>269</td>
</tr>
<tr>
<td>View of Turin</td>
<td>283</td>
</tr>
<tr>
<td>„La Superba“</td>
<td>288</td>
</tr>
<tr>
<td>View of Venice: Canal Grande</td>
<td>307</td>
</tr>
<tr>
<td>San Marco, Venice</td>
<td>313</td>
</tr>
<tr>
<td>General View of Florence</td>
<td>328</td>
</tr>
<tr>
<td>View of Rome</td>
<td>344</td>
</tr>
<tr>
<td>Rome: San Pietro</td>
<td>359</td>
</tr>
<tr>
<td>Vedi Napoli!</td>
<td>368</td>
</tr>
<tr>
<td>Messina</td>
<td>383</td>
</tr>
<tr>
<td>Palermo</td>
<td>386</td>
</tr>
<tr>
<td>Hamburg</td>
<td>393</td>
</tr>
<tr>
<td>View in the Lofoten</td>
<td>433</td>
</tr>
<tr>
<td>Stockholm</td>
<td>439</td>
</tr>
<tr>
<td>Berlin: Charlottenburg</td>
<td>464</td>
</tr>
<tr>
<td>Brühl’s Terrace, Dresden</td>
<td>468</td>
</tr>
<tr>
<td>View of the Neva</td>
<td>502</td>
</tr>
<tr>
<td>Winter Palace, St. Petersb.</td>
<td>505</td>
</tr>
<tr>
<td>Panorama of Munich</td>
<td>520</td>
</tr>
<tr>
<td>The Prater at Vienna</td>
<td>543</td>
</tr>
<tr>
<td>The Grand Belvedere, Adelsberg</td>
<td>555</td>
</tr>
<tr>
<td>Miramar</td>
<td>556</td>
</tr>
<tr>
<td>View on the Bosporus</td>
<td>562</td>
</tr>
</tbody>
</table>
### COLLOTYPEs.

<table>
<thead>
<tr>
<th>Illustration Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portrait of H. R. H. Prince Henry of the Netherlands</td>
<td>25</td>
</tr>
<tr>
<td>The &quot;New Market&quot;, Amsterdam</td>
<td>41</td>
</tr>
<tr>
<td>The Town-Hall, Brussels</td>
<td>192</td>
</tr>
<tr>
<td>The Ortler at Trafoi (Stelvio)</td>
<td>200</td>
</tr>
<tr>
<td>Panorama of Lucerne</td>
<td>232</td>
</tr>
<tr>
<td>View of Mont Blanc, Chamouny</td>
<td>264</td>
</tr>
<tr>
<td>The Lake of Como</td>
<td>376</td>
</tr>
<tr>
<td>Pompei and Vesuvius</td>
<td>401</td>
</tr>
<tr>
<td>Near the Harbour, Copenhagen</td>
<td>432</td>
</tr>
<tr>
<td>Midnight at the North Cape</td>
<td>456</td>
</tr>
<tr>
<td>Unten den Linden, Berlin</td>
<td>504</td>
</tr>
<tr>
<td>The Nevsky Prospect, St. Petersburg</td>
<td>512</td>
</tr>
<tr>
<td>St. Basil, Moscov</td>
<td>536</td>
</tr>
<tr>
<td>The Koenigssee near Salzburg</td>
<td>544</td>
</tr>
<tr>
<td>A Boulevard in Vienna</td>
<td>560</td>
</tr>
<tr>
<td>St. Sophia, Constantinople</td>
<td>564</td>
</tr>
<tr>
<td>The Acropolis, Athens</td>
<td></td>
</tr>
</tbody>
</table>

### MAPS.

<table>
<thead>
<tr>
<th>Map Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway and Tourist Map of the British Isles</td>
<td>33</td>
</tr>
<tr>
<td>Map of Holland and Belgium</td>
<td>160</td>
</tr>
<tr>
<td>Map of Switzerland and adjoining Countries</td>
<td>272</td>
</tr>
<tr>
<td>Map of Northern Italy</td>
<td>352</td>
</tr>
<tr>
<td>Map of Southern Italy</td>
<td>416</td>
</tr>
<tr>
<td>Map of Sweden and Norway</td>
<td></td>
</tr>
<tr>
<td>General Railway and Travelling Map of Central and Eastern Europe</td>
<td>566</td>
</tr>
</tbody>
</table>
INDEX.

Aachen, 55.
Aalesund, 426.
Aarau, 165.
Abbazia, 556.
Abo, 445.
Achensee, 527.
Achen, 148.
Adelsberg, 554.
Aegiischhorn, 246.
Aetna (M.), s. Etna.
Agordo, 532.
Ahrweiler, 86.
Airolo, 254.
Aix-la-Chapelle, 55.
Aix-les-Bains, 232.
Alexisbad, 113.
Akkolah, 22.
Allerheiligen, 143.
Alast, 46.
Alphach, 203.
Aldorf, 249.
Altenahr, 86.
Altona, 394.
Alvaneubad, 179.
Amalfi, 381.
Ampezzo, 531.
Amsteg, 249.
Amsterdam, 23.
Aosta, 326.
Anacapri, 374.
Ancona, 326.
Andeer, 181.
Andermatt, 251.
Andernach, 86.
Antwerp, 232.
Aosta, 236.
Appenines, 326.
Appenzell, 149.
Appian Way, 364.
Aquino, 367.
Arco, 299.
Ardenne, 60.
Arendal, 420.
Arenenberg, 149.
Argentiëre, 237.
Arbërg, 519.
Arnemuiden 31.
Arnheim, 30.
Arosa, 178.
Arth, 198, 249.
Aschaffenburg, 514.
Aspromonte, 384.
Asisi, 340.
Atene, 564.
Attersee, 537.
Augustus, 517.
Aussie, 539.
Aussig, 482.
Austria, 479—82.
Axenfels, 206.
Axenstein, 206.
Axenstrasse, 205.
Babia, 153.
Bajá, 381.
Baktchiserai, 513.
Bale, 153.
Balme-(Col), 237.
Bamberg, 486.
Barmen, 447.
Basel, s. Bâle.
Basel, 478.
Baveno, 259.
Bayreuth, 485.
Bayzas, 560.
Bebra, 118.
Beckenried, 205.
Belgian Art, 35.
Belgium, 31—33.
Belgrade, 560.
Bellagio, 267, 566.
Bellinzona, 255.
Belluno, 300, 582.
Benevento, 326.
Bergen, 273.
Bergen, 422.
Bergstrasse, 129.
Berlin, 456, 566.
Unter den Linden, 459; Schauspielhaus, 459; Arsenal (Ruhmeshalle), 460; Old museum, 460; New Museum, 460; National Gallery, 461; Royal Palace, 462; Thieresgarten, 462; Brandenburg Gate, 462; Victory monument, 463; Charlottenburg, 463; Comp. Potsdam.
Bernardino, 182.
Berna, 217.
Bernina (Hospice and Pass), 190.
Biesca, 254.
Biebrich, 96.
Biel, s. Bienne.
Bienne, 165.
Bignasco, 255.
Bingen, 94.
Bingerbrück, 93.
Black Forest, 142, 145, 153.
Blankenberge, 49.
Blankenbergh, 113.
Blankenese, 395.
Bloomendaal, 22.
Blue Grotto, 375.
Bodach, 479.
Bodó, 435.
Bois-le-Duc, 30, 67.
Bologna, 321.
Bolsena, 338.
Bonn, 82.
Bonveille, 233.
Bouport, 225.
Boppard, 91.
Borgida, 296.
Borkum, 392.
Bormio (Bath), 191.
Bosnia, 561.
Bosna (Glacier des), 236.
Bourg-St.-P., 239.
Bouquet, 225.
Bozen, 530.
Brandenburg, 455.
Braunschweig, s. Brunswick.
Bruxelles, 43.
Brienz, 211.
Briegue, 245.
Brisgade, 238.
Brocken (Harz), 112.
Broek, 28.
Bühl, 86.
Bruges, 48.
St. Ingbert, 208.
Brunnen, 205, 249.
Brunswick, 453.
Brussels, 43.
Cathedral, 44; Palais de Justice, 44; Town-hall, 45.
Bucharest, 561.
Bückeburg, 449.
Budapest, 557.
Bürgenstock, 206.
Cadenabbia, 267.
Calmar, 445.
Campagna, 364.
Campo, 267.
Cannero, 258.
Cannobio, 258.
Cannstadt, 139.
Capolago, 263, 264.
Leuven, s. Louvain.
Leyden, 30.
Liebenstein, 119.
Liebeweda, 475.
Liege, 52.
Lienz, 532.
Limonne, 298.
Lindau, 148.
Linthtbal, 174.
Linz (Rhine), 86.
Linz (Austria), 540.
Lipppringe, 448.
Livadia, 513.
Livorno, 295.
Locamo, 255.
Locle, 166.
Lodi, 319.
Lofoten, 432-433.
Loo (Het), 29.
Lorch, 93.
Loreto, 326.
Loreli, 91.
Lounèche-les-B., 241.
Louvain, 51.
Lubeck, 398.
Lucerne, 200.
Ludwigshafen, 135.
Luciano, 262.
Luino, 258.
Lukmanier, 243.
Maderanerthal, 249.
Magadino, 257.
Magdeburg, 455.
Magenta, 281.
Maggiore (Lago), 255.
Mainz, 95.
Malcesine, 298.
Malines, 41.
Malmö, 428.
Maloya, 184.
Mals, 193.
Mannheim, 134.
Mantua, 303.
Marburg, 108, 553.
Marienbad, 484.
Marienburg, 493.
Marken, 28.
Marsala, 389.
Martigny, 238.
Massa, 376.
Matterhorn, 243-5.
Mayence, 95.
Mechelen, 41.
Mehlem, 84.
Meiningen, 119.
Meiringen, 208, 566.
Menaggio, 263.
Mentana, 339.
Meraak, 425.
Meran, 195.
Mer de Glace, 235.
Mersburg, 124.
Messina, 384.
Metz, 61.
Middelburg, 11.
Milan, 263.
Duomo, 271; Galleria V. Eman, 270; Brera, 272; Ambrosian Library, 272; Cemetery, 273.
Minden, 449.
Miramar, 556.
Modena, 320.
Moerdijk, 13.
Molde, 426.
Molins, 183.
Mondsee, 536.
Monreale, 388.
Montanvert, 235.
Mont Blanc, 235.
Mont Celini, 256.
Monte Generoso, 263, 264.
Monte Rosa, 245.
Montana, 255.
Morges, 226.
Morgarten, 173.
Mors, 226.
Mori, 298.
Moritztach, 188.
Moscov, 507.
Moss, 415.
Mühlen, 183.
Mühlhausen, 66.
Maiden, 28.
Munch, 519.
Hofbräuhaus, 521; National Museum; 521; Pinakothek; 522; Glyptotheck, 523; Bavaria, 524.
Münster, 389.
Murano, 318.
Murg, 174.
Mürren, 214, 565.
Namur, 56.
Naples, 367.
Toledo, 369, 372; Galleria Umberto I, 372; Capodimonte, 372; Duomo, 372; S. Elmo, 373; Corso, 373; Villa Nazionale, 373, Aquarium, 373; Pons, 373; Portici, 379, Comp. Capri, Pompei, Vesuvius, Sorrento.
Närofjord, 424.
Näs, 426.
Naturns, 195.
Nauders, 189.
Nauheim, 107.
Nervi, 292.
Neuchatel, 166.
Neuenahr, 86.
Neuhausen, 150.
Neuschwanstein, 525.
Neus, 74.
Neuwied, 87.
Nicolosi, 385.
Niederlahnstein, 89.
Niederwald, 94.
Nijmegen, 80.
Nishny-Novgorod, 511.
Nonnenwerth, 85.
Norderney, 392.
North Cape, 434.
Northheim, 111.
Norway, 411-414.
Novara, 281.
Novi, 287.
Nuremberg, 516.
Nyborg, 396.
Nyon, 226.
Oberalp, 252.
Oberammergau, 525.
Oberhausen, 389.
Oberlahnstein, 90.
Oberwesel, 91.
Odde, 421.
Odense, 396.
Odenwald, 128-9.
Odessa, 512.
Oeynhausen, 449.
Oldenburg, 448.
Olivone, 253.
Olten, 164.
Orsieres, 239.
Orsova, 560.
Orta, 261.
Orvieto, 338.
Osnabrück, 390.
Ostend, 49.
Osteno, 263.
Ostersund, 436.
Ostia, 366.
Ouchy, 222, 224.
Oxned, 409.
Paderborn, 448.
Padua, 305.
Paestum, 382.
Palermo, 387.
Pallanza, 259.
Parma, 320.
Partenkirchen, 525.
Passau, 483.
Patras, 504.
Pavia, 275.
Pegli, 295.
Pepinster, 53.
Pera, 563.
Perugia, 339.
Reichenhall, 533.
Reichenhalle, 533.
Remagen, 53.
Rem, 379.
Rheinfelden, 164.
Rheme, 449.
Rhine (Perte), 232.
Rhine Glacier, 211.
Riesengebirge, 474.
Riffelberg; R. Alp; R. Haus, 244.
Riga, 499.
Rigi, 197-200.
Rigi-Kulm, 198.
Rimini, 325.
Rippoldsau, 146.
Riva, 299.
Riv. Levante, 292.
Riv. Ponente, 295.
Rochefort, 57.
Rollandseeck, 84.
Röldal, 421.
Romanshorn, 148.
Rome, 342.
Vatican, 362; St. Peter, 360; Baths of Diocletian, 347; of Titus, 356; of Caracalla, 365; Via Appia, 364; San Paolo, 364; S-Maria Maggiore, 357; Palazzo Barberini, 347; Capuccini, 348; Monte Pincio, 348; Villa Borghese, 348; Corso, 349; Pantheon, 349; Pal. Farnese, 350; Gesù, 351; S. Maria in Aracoeli, 352-353; Museo Capitolino, 352; Foro Romano, 354; Colosseum, 354; San Giovanni in Laterano, 356; Scala Santa, 357; San Pietro in Vincoli, 358; Palazzo Rospigliosi, 368; Trajan's Column, 356; Castello S. Angelo, 360.
Romsdal, 426.
Rorschach, 148.
Rosen Glacier, 187.
Rosenlaui, 209.
Roskilde, 397.
Rosstrappe, 113.
Rothenburg, 515.
Rothkreus, 200.
Rotterdam, 14.
Rozendaal, 18.
Rüdesheim, 94.
Rügen, 466.
Russia, 494-8.
Saarburg, 62.
Saas-i-Grund, 243.
St. Andreas, 112.
St. Beatens, 213.
St. Bern. (Gr.), 239.
St. Gallen, 148.
St. Gervais, 233.
St. Gilgen, 537.
St. Goar, 91.
St. Goarhausen, 91.
St. Gotthard (Pass, Ry., etc.), 248, 252.
St. Hubert, 60.
St. Maria, 192.
St. Maurice, 238.
St. Moritz, 184.
St. Niklaus, 243.
St. Petersburg, 500.
Nevsky-Prospect, 503; Kasan Cathedral, 504; St. Isaac's, 504; Winter Palace, 504; Hermitage, 506; Peter Paul Fortress, 506; Peterhof, 507; Gatchina, 500.
St. Wolfgang, 537.
Salerno, 382.
Sallanches, 233.
Salo, 298.
Salvan, 237, 238.
Salzburg, 534.
Salzkammergut 536-540.
Samaden, 186.
San Remo, 296.
Savona, 296.
Saxon-les-B., 241.
Saxon Switzerland, 477-8.
Schafer, 536.
Schauffhausen, 149.
Schandau, 477.
Schleissheim, 66.
Scheveningen, 19.
Scheidegg (G.), 209.
Scheidegg (Little), 214, 566.
Scheine Plate, 213, 566.
Schiedam, 16.
Schlanders, 195.
Schlangenbad, 99.
Schliersee, 525.
Schmalkalden, 119.
Schmecks, 559.
Schönbrunn, 551.
Schönminzach, 142.
Schuls, 189.
Schwalbach, 99.
Schwerin, 452.
Schny Pass, 179, 183.
Schwyz, 249.
Scoutari, 564.
Sebastopol, 512.
Seelisberg, 207.
Seevis, 176.
Selters, 106.
Semmering, 552.
Seraing, 53.
Sestri Levante, 292.
Sicily, 382-389.
Siders, s. Sierre.
Siena, 341.
Sierre, 241.
Silis-Maria, 184.
Silvaplana, 184.
Simplon (Pass), 245, 566.
Singen, 147.
Sinzig, 86.
Sion, 241.
Sitten, s. Sion.
Skien, 419.
Soden, 104.
Sceat, 448.
Sognefjord, 425.
 Soleure, 165.
 Solferino, 298.
Solothurn, 165.
Sondrio, 191.
Sorrento, 375.
Spa, 53.
Speier, s. Spires.
Spezia, 292.
Spires, 135.
Splügen, 181.
Splügen (Pass), 182.
Spoleto, 340.
Sponding, 193.
Stachelberg, 174.
Stalheim, 424.
Stalla, 183.
Stans, 207.
Stansstad, 207, 565.
Starnberg, 524.
Staubach, 213.
Stavanger, 420.
Stelvio (Pass), 192.
Stettin, 467.
Stockholm, 438.
 Palace, 441; Riddarhus, 441; Museum, 442; Djurgärd, 444.
Stolzenfels, 90.
Stralsund, 466.
Strassburg, 63.
Strasa, 261.
Strasbourg, 97.
Subiaco, 366.
Sulden, 193, 565.
Süs, 188.
Susa, 256.
Susten (Pass), 209.
Svareholdkubben, 434.
Sweden, 410-411.
Switzerland, 156-163.
Syracuse, 385.
Taormina, 385.
Tarasp, 188.
Tatra, 559.
Tegernsee, 525.
Tellsplatte, 205.
Telplitz, 482.
Terni, 340.
Terontola, 389.
Tette Noire, 237.
Tetschen, 479.
Theodile (Pass), 245.
Therapia, 563.
Thionville, 61.
Thun, 226.
Thun, 216.
Thuringian Forest, 122.
Thusis, 179.
Tiefenrasten, 183.
Tilburg, 67.
Tirano, 191.
Tivoli, 366.
Toblach, 300, 531.
Tödi, 174.
Toggharten, 435.
Torre d. Greco, 379.
Trafal, 193.
Trapani, 389.
Trasimene Lake, 339.
Traussee, 538.
Travemünde, 399.
Treib, 207.
Tremezzo, 267.
Trento, 299.
Trevès, 60.
Treviso, 304.
Trübb, 146.
Triver, s. Trieres.
Trieste, 556.
Triss, 253.
Trotsa Mon., 510.
Trollhätan, 408.
Traino, 485.
Trondhjem, 427.
Tübingen, 140.
Turin, 252.
Tyrol, 526.
Uddevalla, 409.
Ueltiber, 171.
Ulm, 139.
Uppsala, 436.
Urbino, 326.
Utrecht, 28.
Varena, 265.
Varese, 258.
Varolo, 261.
Veere, 12.
Velletri, 367.
Venice, 306.
Gondola, 309; Palazzo Reale, 311; Campanile, 312; Doges' Palace, 312; San Marco, 312; Canal Grande, 315; Frari, 317; Lido, 318; Rialto, 318; Accademia, 316; Bridge of Sighs, 315.
Venlo, 68.
Venetimiglia, 296.
Vercelli, 282.
Vernazza, 288.
Verona, 300.
Arena, 301; San Zeno, 301; Piazza d. Erbe, 301; Piazza d. Signori, 302; Scaliger Tombs, 302; Palazzo Giusti, 303.
Verviers, 54.
Vesuvius, 378.
Vevey, 224.
Veytaux, 225.
Via Malà, 181.
Vicenza, 304.
VicoEquesense, 377.
Viège, 242.
Vienna, 541.
Burg, 545; Picture-Gallery, 546; Rathhaus, 547; Burgtheater, 547; Stefanskirche, 548; Capuchin Church, 549; St. Augustine Church, 549; Frazer, 550; Schönbrunn, 551.
Viesch, 247.
Vilach, 533.
Villafranca, 298.
Villeneuve, 225.
Vilna, 498.
Visp, s. Viège.
Vittorio, 531.
Vitznau, 207.
Vlissingen, 9, 565.
Vossevangeren, 564.
Vulpera, 139.
Walhalla, 519.
Waldshut, 164.
Wallenstadt, 174.
Warsaw, 512.
Wartburg, 118.
Wasen, 250.
Waterloo, 46.
Weesen, 173.
Weggis, 208.
Weimar, 122.
Weissenfels, 122.
Wenersborg, 409.
Wernigerode, 114.
Wetzlar, 108.
Wiesbaden, 97.
Wildbad, 140.
Wildungen, 109.
Wilhelmshöhe, 109.
Windisch-Matrei, 533.
Winterthur, 148.
Wisby, 444.
Wismar, 453.
Wolfenbüttel, 454.
Worms, 129.
Würmsee, 524.
Würzburg, 514.
Yalta, 513.
Yverdun, 167.
Zaandam, 28.
Zabern, 63.
Zandvoort, 22.
Zeist, 30.
Zell, 528.
Zell-am-See, 526.
Zermatt, 243.
Zernez, 188.
Zillertal, 528.
Zug, 196.
Zürich, 169.
Zwaluwe, 13.
This little book is hereby introduced to the Reader, without any flourish or fussy commendation of what it contains. Let the contents speak. There may be shortcomings, few I hope, particularly of style, for the author writes in a language not his own. But, after all, this is a guide-book, not a literary treatise, and I put myself forward as a traveller who writes, not as a writer who travels. Mayhap this is an advantage.

I claim, at any rate, for my handbook that it is mainly based upon actual experience, and not compiled entirely out of other works, nor created by inward consciousness.

As an old traveller, I have drawn up a few rules, which are now subjoined for the benefit of English and American tourists, especially those who have still to learn the art of travelling, for it is an art, and a difficult one. Some people, indeed, never master it entirely, for want of patience, or through some other mental deficiency.

### A FEW RULES OF THE ROAD.

**(TO BE LEARNED BY HEART)**

1. Prepare your plan beforehand, and stick to it. Do not listen to those who call this drudgery, slavish methodism, and what not. It saves a great deal of drudgery, time, and money in travelling. It leaves one prepared for every emergency. Each day brings its allotted task. With a mapped out itinerary, there is no fumbling about Murray, Bädeker, or Bradshaw, late in the evening, when one is tired, or early in the morning, when one has really something better to do.

The outline of a tour should be neither too elaborate,
nor too brief. It should not be loaded with details, but merely indicate the salient features of each day's programme. In the towns it may have to undergo some slight changes, owing to the ever-varying hours of opening and closing museums, etc. This should not interfere, however, with the programme as a whole. Do not say that it cannot be done. In the course of long travels I have constantly followed such a plan, and with very good results. A few years back, I went to the North Cape, via Flushing, Copenhagen, and Christiania, afterwards to Russia, via Stockholm and Finland, returning by way of Berlin. I arrived everywhere on the appointed day, and was back in London at the time, which I had put down for it in my itinerary, before starting.

Make a few notes, separately, about each place where you intend to stay. It does not, unfortunately, render ciceroni superfluous, but it makes you independent of them to a certain degree, which is already something. Of course all this involves some correspondence and labour. To many it would seem wearisome, to me it is simply a pleasure. I travel beforehand over the ground that I am going to cover; I can "hineinleben" myself in my journey, as the Germans say, and enjoy it accordingly.

2. Tickets. When once your plan is ready, you may proceed to execute it, as soon as the time of departure, fixed by you, draws near. I will assume, naturally, that you intend to travel "Via Flushing", for, in nine cases out of ten, it is unquestionably the route to take. Go, then, to the London Office of the "Zeeland Steamship Company", now No. 1 New Basinghall Street, E. C., where you will find a manager, fully up to date, and extremely obliging, ready to give you every information about the so-called combination tickets and circular tours, in which, abroad, they are far ahead of England. Give him an insight into your intentions, and into the routes you have selected,
and, in many cases, he will be able to sell you the desired tickets in London, thus saving you the trouble of booking and money-changing in many countries, whose languages you may not have at your command. Here is another advantage of prepared tours.

Messrs Cook and Son, Ludgate Circus, London, and Broadway, New-York, the well-known tourist managers, and agents of the „Zeeland” Steamship Company, will also be pleased to supply you with any travelling tickets you may require, upon the same plan. Tell them where you intend to go, and they will submit an estimate of the exact cost. As a rule, it is not safe to book in London for a route, where there may co-exist a railway and a steamer line, for instance, between Trieste and Venice, because circumstances may arise, such as fine or bad weather, which may make the steamer preferable to the railway, or vice versa. Coach seats should not be booked in England or America, as inside seats only are obtainable in either country, that are not available for the so-called coupé or banquette.

3. Be careful about your luggage. Most people take too much luggage with them. It is not only troublesome, but expensive, especially nowadays, when the undoubted tendency exists to make you pay for all superfluous paraphernalia, and to abolish the old system of allowing each traveller a certain amount of baggage free. In Switzerland, Italy, and certain portions of Central Europe, where fares are low, there is no free luggage, except hand-luggage, and, if once the Zone System of tariffs were to become general, the allowance system would be a thing of the past. Even ladies may be educated into a method of strictly moderate luggage. A married lady of my acquaintance started travelling many years ago with four of five trunks at a time, and now manages to tour about for several weeks with one compact flat leather ladies’
visiting-case in the overland-mail trunk size and style. It is extremely portable, the dimensions being only 22 inches by 10, can be stowed away under cabin-berths, placed upon the racks of railway carriages, or strapped behind "carioles", and other private conveyances. With careful packing, it is simply incredible what it will hold. Try it. As for the author, he likes nothing so much as a commodious Gladstone bag. It has the same advantages as the above-mentioned article. Of course taste and general means must influence the luggage question greatly, but I write chiefly for those to whom expense is not a matter of indifference. A fitted dressing-bag is always convenient for married couples in travelling, and hat-boxes, and rug-holders may be indispensable to bachelors as well. Armed with such impedimenta, you may leave your other luggage at an inn for a day or two, to indulge in a mountain tour or round trip, somewhere, if you like "roughing" it. I do not advise you about taking umbrellas, waterproof garments, and such like things, with you. You must follow your own inclination about that. Sticks I have found a nuisance, and weapons are scarcely ever wanted, except, perhaps, in out-of-the-way places of Sicily, Russia, and Spain. A little household medicine is useful, and good English or French soap indispensable abroad. They do not provide soap in foreign hotels, and the English soap you may have to buy at Munich or Venice, Stockholm or Naples, you will find very dear. Ladies think the little air-cushions and the folding foot-stools a great convenience and comfort when travelling. They can, when folded up, be carried about in the pocket.

4. **Notions.** Please leave all your English ways and notions behind, as soon as you cross the Channel. In a certain degree, this also applies to Americans, but, having mixed more freely and frequently with foreign elements in their own country than Englishmen, they are not so national and
exclusive”. Englishmen are too apt to think that their own manners and dress at home are good enough for anywhere. Such is not always the case. No matter where, the wisest, because the cheapest, policy of the traveller is to try and practise the old proverb: “when at Rome, do as the Romans do”. Abroad the average Englishman and American are mainly considered fit subjects for “exploitation”. All of them, they are benevolently supposed to have “plenty of money”, and not to be over-particular as to how to spend it. Americans, especially, have a far-spread reputation of being wasteful tourists. By constant observation, I am entitled to say that their fame in this respect is not undeserved. I have seen citizens of the Great Republic paying the most extravagant prices without a murmur, “tipping” waiters and officials in an outrageous manner, buying numberless articles in shops, recommended by touts, at a "fancy price", and, not unfrequently, telling the shopkeepers that their quotations were “ridiculously low.” Of course such people deserve to be cheated. Unfortunately, they spoil it for others, not so wealthy and foolishly reckless as they are. Waiters, guides, coachmen, tradesmen, and others interested, come to regard every touring American as a millionaire in disguise, and treat him accordingly. For the many Americans, who are neither Californian parvenus “showing off’, nor Colorado mine-owners, nor Chicago speculators, whose “profession” is pork, but quiet and respectable New-Englanders, this mistake cannot but be most annoying. Their consolation, such as it is, ought to be that they are not the only sufferers.

Her Majesty’s Acting Consul-General in Frankfort-on-the-Main has quite recently addressed a few practical hints to British tourists in Germany, hints that also find a ready application outside the limits of the German Empire. I find them so useful, nay necessary, that I have given
them the place of honour in the *Hints and Miscellaneous Information to Tourists* on p. 21. Mr. Bernhard Goldbeck might easily have extended the scope of his observations. Probably he was wisely afraid of wounding the feelings of many of her Majesty’s snobs. Otherwise, he ought to have impressed upon them the utility, if not the necessity, of being polite. Politeness costs nothing and gains everything. It was that exceedingly polished woman, Lady Montagu, who wrote out this recipe for the benefit of numberless future British tourists abroad. No matter where, the English gentleman, studying foreign ways and social forms, will get on much better than the boor and the cad. Where these snub concierges and waiters, they only punish themselves by being poorly served. Of course insolence should be put down, but attention should be appreciated, and good service acknowledged. In France, always address a man, however humble, as *Monsieur*, and a woman, be she a market-drudge, as *Madame*: it is the usual way. In Germany and in Austria no appellation should be used, when speaking to strangers, but there, and in France for that matter, it is customary to say good-day, when entering a shop, and to salute the company, when joining the table d’hôte, or penetrating into a railway carriage. In foreign cafés, confectionery shops, banking-houses, and offices generally, always remove your hat. In Russia and in Germany you are frequently requested to do so; in the former country they even ask you to uncover your head in post-offices and hotel lobbies, but the reason for this is often to be found in images of Christ and the Holy Virgin, frequently hidden away in a dark corner. In Norway there is charming custom among the fisher-folk and the peasantry to shake hands with a stranger, when he has been kind to them. Even little boys are trained to do it, at the same time taking off their caps or bonnets. It is a form of warm-
hearted politeness that should be reciprocated and not refused or ridiculed, as I have seen ignorant people do. In Scandinavia it is considered an indignity not to grasp a hand, when it is offered. In Austria, and elsewhere, domestics will "kiss the arm or the hand" of a lady, in token of respect. It may be a nuisance, when perpetrated by a dirty-looking "slavey", but the best way is to submit to the operation without a murmur, and even with a smile.

6. "Tips." A most ticklish subject. Before travelling on the Continent, make up your mind that touring without "tips" is an utter impossibility. A "tip-top country this", quoth an American gentleman to me at the Rigi Kulm Hotel. "There are plenty of tops", said I, "but the tips outnumber them." He never spoke. He was an offender. Of course Switzerland is a most typical country in this respect. "Tipping" must be called a form of madness, yet the only thing to do is to put method into it. You should make it a rule to fee solely those who do something for you. In hotels this may be best accomplished by paying your bill direct to the management, afterwards taking out a few francs, marks, lire, pesetas, kreuzer-pieces, and so on, for distribution among the waiters who served you, the "portier", the "boots", and the hotel porters. This will probably elicit the wrath of the head-waiter — who has done nothing for you — but you should serenely enjoy his anger, and console yourself with the gratitude of the "tipped". The amount of fees one pays naturally varies with the inclination and the purse of the giver, but, as a rule, five or (at most) ten per cent upon the amount of the bill is quite sufficient, and the habit of some travellers to hand over to a waiter a "tip", equalling or exceeding the aggregate of a "consommation", is both absurd and mischievous.

Next to Switzerland, Italy must be the called the land of "tips", and the further South you go the worse the nuisance
grows. In Naples and in Sicily it is a positive infliction. The most outrageou demands are coolly made by "barcajuoli", "vetturini", and such people, and the more accomodating the tourist shows himself to be, the greater becomes the effrontery of the extortionate. The best method in engaging boats, conveyances, etc. is, after all, to make a reasonable offer, and to stand by it. But this presupposes a certain command of the language. (Compare Paragraph 7). Where you do not speak the lingo, you are, of course, at a serious disadvantage in coping with an insolent native. In that case, even a show of anger, and an energetic invective of undoubted British manufacture, will carry more weight than meekness or panic. The next best thing to do is to engage a trustworthy cicerone, a local man of many languages, who can fight your battles. The good ones are dear; yet, it will pay you to have high-class guides in a country, whose language you are ignorant of, especially if you are pressed for time. Where a guide accompanies your party, it is wise, when entering a palace or a church, to ask him beforehand what the fees will come to in the aggregate. He will whisper mysterious phrases to you about rooms or things, not generally shown, except upon extra payment, — there are many of them, for instance, in the Winter Palace at St. Petersburg — but if the total he names be moderate, it is wiser (cheaper) to let him have his own way. He knows all the servants and how much each one expects. In the Winter Palace above-named I spent eighteen roubles to see "everything." Nor did I ever regret the outlay, and I am convinced that I should have had to pay a good deal more, without the careful management of my guide.

7. Language. Another difficult problem. There cannot be any doubt that the knowledge of the language of the country is of great assistance to those who happen to
travel in it, but how many people, tramping through Europe, have a sufficient mastery of European languages apart from their own? It is all a mistake to ridicule an idiom, because one does not understand it. Mark Twain commits this blunder, apparently not by way of a joke, though we know he is rather fond of poking serious fun at one thing or another. Of course if one speaks German like he does, or did, in a way that nobody comprehends, it is better to try English. A little linguistic smattering is a dangerous thing. It is apt to provoke laughter, and thereby to cause counter-irritation on the part of the traveller. Some unwise people will persist to talk in a language that they fancy to be French or German. Perhaps it is only double Dutch, except to themselves. In Belgium, Holland, the big towns of Germany, Austria and Italy, French will carry you as far as you care to be carried. In the remoter parts of Italy and Spain you cannot get on well without a knowledge of Italian or Spanish. German and English are the ruling foreign tongues in Scandinavia and Finland. German is much spoken in Holland. French is essential in France, outside Paris. As for Russia, the linguistic state of affairs there is peculiar. Time was when one could manage with French in the churches and museums of both St. Petersburg and Moscow, but this no longer is the case. The present Ruler of all the Russians is a staunch upholder of the national language, and it is said that he has even banished French from the family circle, where it had become predominant during the late Emperor’s reign. As for German, bar semi-independent Finland, it is “nowhere”, except among shopkeepers. In most of the churches and buildings Russian now reigns supreme, and attendants understanding German or French are the exception. This, naturally, means that one has to engage a guide or an
interpreter, for most of us would not dare to attempt Russian. It may be a very melodious language, but it is of a melody that we are afraid of.

Where one is left in the lurch by one's tongue, the magic eloquence of a small coin may be safely substituted. In a great many cases, when you find a door locked and admittance refused, you will discover that money, a little more or a little less, is a splendid "sesame". I recollect being once told at Rome that a certain State building could not be visited without a special permit, to procure which I had no time, as I was expected in Naples. "Leave it to me", said my ingenious guide, with whom I usually conversed in French, "I have got your special permit. You see this", he said, taking a five lire piece from his purse, whilst looking at me in a peculiar way. He carefully wrapped that coin in a small sheet of white paper, and then calmly remarked: "Give this permit to the attendant, as he opens the door, but do not watch him. He will take it, and let you in. \( Il \) lit ça parfaitement bien!" And so it turned out; my cicerone knew what he was about.

8. Cuisine. A most important subject. Some tourists, indeed, do not seem to care or mind what they eat or drink. Yet, others are very particular, not to say disdainful. They want everything cooked "as at home", and go about criticising all they get. Our old friend Mark Twain, I am sorry to say, belongs to this class of hypercritical travellers. Observe what he writes in the last chapter but one of A Tramp Abroad. I will quote him somewhat fully, because I believe his remarks fairly represent the kind of strictures, usually passed upon continental cooking by both English and American critics.

If one could always stop with private families when travelling, Europe would have a charm which it now lacks. As it is, one must live in the hotels of course, and that is a sorrowful business. A man
accustomed to American food and American domestic cookery would not starve to death suddenly in Europe, but I think he would gradually waste and eventually die. He would have to do without his accustomed morning meal. That is too formidable a change altogether, he would necessarily suffer from it. He could get the shadow, the sham, the base counterfeit of that meal; but that would do him no good, and money could not buy the reality.

To particularise: the average American's simplest and commonest form of breakfast consists of coffee and beefsteak; well, in Europe, coffee is an unknown beverage. You can get what the European hotel keeper thinks is coffee, but it resembles the real thing as hypocrisy resembles holiness. It is a feeble, characterless, uninspiring sort of stuff, and almost as undrinkable as if it had been made in an American hotel. The milk used for it is what the French call 'Christian' milk—milk which has been baptised.

After a few months' acquaintance with European 'coffee,' one's mind weakens, and his faith with it, and he begins to wonder if the rich beverage of home, with its clotted layer of yellow cream on the top of it, is not a mere dream after all, and a thing which never existed.

Next comes the European bread—fair enough, good enough, after a fashion, but cold; cold and tough, and unsympathetic; and never any change, never any variety—always the same tiresome thing.

Next, the butter—the sham and tasteless butter; no salt in it, and made of goodness knows what.

Then, there is the beefsteak. They have it in Europe, but they don't know how to cook it. Neither will they cut it right. It comes on the table in a small round pewter platter. It lies in the centre of this platter, in a bordering bed of grease-soaked potatoes; it is the size, shape, and thickness of a man's hand with the thumb and fingers cut off. It is a little overdone, is rather dry, it tastes pretty insipidly, it rouses no enthusiasm.

Imagine a poor exile contemplating that inert thing; and imagine an angel suddenly sweeping down out of a better land and setting before him a mighty porter-house steak an inch and a half thick, hot and spluttering from the griddle; dusted with fragrant pepper; enriched with little melting bits of butter of the most unimpeachable freshness and genuineness; the precious juices of the meat trickling out and joining the gravy, archipelagoed with mushrooms; a township or two of tender yellow fat gracing an outlying district of this ample county of beefsteak; the long white bone which divides the sirloin from the tender loin still in its place; and imagine that the angel also
adds a great cup of American home-made coffee, with the cream a-froth on top, some real butter, firm and yellow and fresh, some smoking hot biscuits, a plate of hot buckwheat cakes, with transparent syrup—would words describe the gratitude of this exile?

The European dinner is better than the European breakfast, but it has its faults and inferiorities, it does not satisfy. He comes to the table eager and hungry—he swallows his soup—there is an undefinable lack about it somewhere; thinks the fish is going to be the thing he wants—eats it and isn’t sure; thinks the next dish is perhaps the one that will hit the hungry place—tries it, and is conscious that there was something wanting about it also. And thus he goes on, from dish to dish, like a boy after a butterfly, which just misses getting caught every time it alights, but somehow doesn’t get caught after all; and at the end the exile and the boy have fared about alike: the one is full, but grievously unsatisfied, the other has had plenty of exercise, plenty of interest, and a line lot of hopes, but he hasn’t got any butterfly. There is here and there an American who will say he can remember rising from an European table d’hôte perfectly satisfied; but we must not overlook the fact, that there is also here and there an American who will lie.

The number of dishes is sufficient; but then it is such a monotonous variety of unstriking dishes. It is an inane dead level of ‘fair-to-middling.’ There is nothing to accent it. Perhaps if the roast of mutton or of beef—a big generous one—were brought on the table and carved in full view of the client, that might give the right sense of earnestness and reality to the thing; but they don’t do that, they pass the sliced meat around on a dish, and so you are perfectly calm, it does not stir you in the least. Now a vast roast turkey, stretched on the broad of his back, with his heels in the air, and the rich juices oozing from his fat sides ... but I may as well stop there, for they would not know how to cook him. They can’t even cook a chicken respectably; and as for carving it, they do that with a hatchet.

This is about the customary table d’hôte bill in summer: —

Soup (characterless).
Fish—sole, salmon, or whiting—usually tolerably good.
Roast—mutton or beef—tasteless—and some last year’s potatoes.
A pâté, or some other made-dish—usually good, "considering."
One vegetable—brought on in state, and all alone—usually insipid lentils, or string beans, or indifferent asparagus.
Roast chicken, as tasteless as paper.
Lettuce-salad—tolerably good.
Decayed strawberries or cherries.
Sometimes the apricots and figs are fresh, but this is no advantage, as these fruits are of no account anyway.
The grapes are generally good, and sometimes there is a tolerably good peach, by mistake.
The variations of the above bill are trifling. After a fortnight one discovers that the variations are only apparent, not real; in the third week you get what you had the first, and in the fourth week you get what you had the second. Three or four months of this weary sameness will kill the robustest appetite.
It has now been many months, at the present writing, since I have had a nourishing meal, but I shall soon have one—a modest, private affair, all to myself. I have selected a few dishes, and made out a little bill of fare, which will go home in the steamer that precedes me, and be hot when I arrive.

Here follow nearly a hundred American dishes in “Southern”, “Thanksgiving” and other styles, and then our “stylish” friend goes on:

Fresh American fruits of all sorts, including strawberries, which are not to be doled out as if they were jewellery, but in a more liberal way,
Ice-water—not prepared in the ineffectual goblet, but in the sincere and capable refrigerator.

Americans intending to spend a year or so in European hotels will do well to copy this bill and carry it along. They will find it an excellent thing to get up an appetite with, in the dispiriting presence of the squalid table d’hôte

Foreigners cannot enjoy our food, I suppose, any more than we can enjoy theirs. It is not strange; for tastes are made, not born. I might glorify my bill of fare until I was tired; but, after all, the Scotchman would shake his head and say: “Where’s your haggis?” and the Fijian would sigh and say: “Where’s your missionary?”

Now I would like to apply to this kind of writing the saying of Calchas in La Belle Hélène: “c’est très-joli, mais ça n’a pas le sens commun”, very pretty, but no common sense. Fancy this Far West American “dooin’ Jerrup”, with the phantom of “succotash”, “possum”, “coon”, “string beans”, “cherry-stone clams”, “sheep-head” and New-Orleans “croakers” haunting him from
place to place! Is it surprising that he did not feel happy anywhere? His description of European cookery is, of course, a caricature. No American need tell a French chef how to prepare a dinner or a "déjeuner à la fourchette." And as for an English steak not being the real article, I will back it against any Transatlantic porter-house affair that Mark Twain could produce. The only thing is: get it in the right place. Do not eat Welsh mutton in Connemara, nor ask for a French dinner in the Shetlands. There is good, bad, and indifferent cooking on both sides of the Herring Pond. The only right system, to my way of thinking, is to study the cuisine of each particular country one travels in, and to give it a fair trial. The same method should be pursued with regard to wines, beers, spirits, and beverages generally. In Russia, try "kwas", the Caucasian wines, even the Crimean champagne; in Germany, drink "landwein" or beer; in Austria, the various and excellent district wines; in Greece, Italy, France, and Spain, the same; in Scandinavia, the Swedish punch; in Holland, the liqueurs and the gin, also Burgundy wines, which here and in Belgium are procured to perfection. It would be easy to extend this list, so as to include the cider of Normandy, the caravan tea of Russia, and other specialties, but let us be moderate. Now in eatables, there is the same variety all over Europe. It is the greatest possible mistake to say that the European cuisine is all alike. My friend George Augustus would shudder at the mere idea of such a thing, he, who can not only enjoy the "smörbrod" and the "risotto", the "olla podrida" and the "bouillabaise", the "rastigai" and the "sole au gratin", but so well describe them in the columns of the D. T.

The plan of the writer is to study countries in every detail of national life. Hence, he is fond of tasting
the different kinds of food, and to test the various ways of cooking it. He has eaten "peacock-steak" in India, reindeer-tongue and "icebear"-meat in the North, etc.; he has tried, he believes, nearly every beverage in Europe. He is convinced that this method of travelling is far better than to carry the national idiosyncrasies of the cuisine and the cellar about with one. Nothing, he opines, is more ludicrous than to see Englishmen drink stout, whisky or sherry in Italy, mild ale in Russia, and to hear them ask for "Yorkshire pudding" or "pigeon pie" in an out-of-the-way German town. A Teuton travelling in Wales might just as well demand his "sauerkraut", a Frenchman insist upon his "moules marinées" in the Highlands, and the Italian expect his "maccaroni al burro" in the Channel Islands.

9. **Hotels and Inns.** As a rule, go to first-class hotels only, especially when travelling with ladies. They may be a little dearer, but the greater expense is fully compensated by more comfort, attention, and even cleanliness. Of course gentlemen, touring alone, are in a somewhat different position. If they are not over-particular, they may find good accommodation in second-rate hotels, when they would, perhaps, shrink from bringing their ladies there. This does not imply that no second-rate hotel is ever fit to receive ladies. Much also depends upon the ladies themselves, and upon their individual tastes. Inns frequently vary with their customers. Some travellers prefer one hotel to another, perhaps on account of its situation, its attendance, its "nice proprietor", or from another similar cause. In fact, a young lady once told me — in strict confidence — that she gave the preference to one particular hotel at Lucerne, because the head-waiter was so handsome a young man! In another case, a single gentleman might set his young heart upon a special hostelry, where he first saw "that sweet manageress"
Most hotels can be managed by the travellers as well as by the owners. Be polite to them, and you will get rewarded by a fair treatment. It is wise in most cases, whether you are in a restaurant or in a hotel, to ask after all prices in the first instance. It is particularly recommended to do so in the case of rooms. Where this precaution is omitted, the tourist loses his right to grumble about the charges made. Hotel-coupons I do not recommend, except in a very few cases, when hotels are in one hand, like those at Zermatt, and upon the top of the Rigi. There, the coupons are a protection against extortion, but otherwise they have as many disadvantages as they confer benefits upon the holders. It is no use shutting one's eyes to the fact that the majority of hotel proprietors do not like them, although they may not say so, least of all in their correspondence with the sellers of the coupons. But it is perfectly true, nevertheless, that many proprietors prefer customers who pay cash down, and treat them accordingly. If the coupons were really worth to the hotel proprietor what they purport to be worth, it would be a different thing. As a matter of fact, they are worth a good deal less. You can find this out for yourself, when you attempt to convert hotel-coupons into cash at a foreign inn. The innkeeper does not care to take them. He loses too much by the transaction. It would be well if the numberless vendors of hotel-coupons could see their way to distribute them among their clients at cost-price, confining their profits to other sources of revenue. It should not be forgotten, too, that hotel-coupons are not always an economy. In Scandinavia, in Switzerland, and in Italy there are many hostelries where you can be accommodated for cash at a lower rate than the coupons allow, even in the very houses, whose proprietors accept them in payment. You can easily ascertain this by writing beforehand to
the hotels, where you intend staying during your tour. Ask the proprietors or managers to send you their terms for board and lodging per day, or for "en pension", if you should want to make a stay, because this is materially cheaper in almost every instance. In nine cases out of ten you will get an immediate reply, with full particulars. "But what a trouble"! I hear you exclaim. Not at all. Write a nice letter, in French if possible, giving your name and address in full, and have it lithographed. The cost is small, and the trouble equally so, when once the letter is printed off. Note that many foreign hotels make a charge for candles per day. This is no doubt a nuisance, especially to those who are not accustomed to it. I have known people to take their revenge, by removing the candles they had paid for, thus preventing the hotel proprietor to charge a newcomer for the same illuminants over again. For the rest, there is a tendency among first-class continental hotels to abolish the items "lights and attendance" in their bills, and to include both in the price of the rooms. Others charge for the rooms only, and do not board you unless you like to do so. This is a distinct advantage. There is nothing more hateful than to see a notice stuck up in your room that its price will be raised, should you decide not to take your meals in the establishment. Numerous hotels in Germany, Austria, Scandinavia, and Russia have merely restaurants attached to their establishments, in which you are expected to pay for what you may order. This is necessary, because the restaurants remain open to everybody, and it would obviously be impossible to distinguish between people staying in the hotels and outsiders. The writer has visited during his travels a large number of hotels and restaurants on the Continent. Where there is no hotel recommended, it is best to go to the first one mentioned in the list. This list is not complete, and cannot be, as new hotels are constantly
being built, whilst others disappear through old age, or from the after-effects of a bankruptcy court.

10. **Company.** Two are company, three are none. This holds good in travel. Only the proverb is incomplete. It should run thus: "two and four are company, three or five are none." Husband and wife, touring together, be they forty hours or forty years married, have certain advantages and privileges. Upon many railways they can secure a compartment for themselves, in the day or during the night, and upon steamers they may compete for those snug little cabins "à deux", which two tramps of the male "persuasion" might covet, but would seldom obtain. The travelling couple is a charming institution. Woes and pleasures may be shared, "impressions de voyage" communicated and discussed. There is none of the loneliness that makes the solitary tourist sadly independent. Still, there are obvious drawbacks, when persons of antagonistic character and inclinations are linked together for touring purposes. The one may be fond of churches, "fine old churches" — as the guide-book has it — the other may not care one jot about them. The one, perhaps, takes a delight in early rambles, the other may prefer a late "ramble" in bed. The one has, perchance, a weakness for "roughing it", the other may hanker only after a sumptuous hotel and the delights of Capua. Travelling couples — always excepting husband and wife, for they never fall out when touring, I mean hardly ever — need training and testing. At first, only limited trips should be attempted, to be extended gradually, when experience has come in. I think it will be found that travelling in couples can only be carried out, where there is one who is both the tourist manager and the treasurer. He ought to guide, but how many will thus be guided?

This is even more necessary when three travel together, otherwise the party must fall to pieces soon. But three are
an unfortunate number. One of them is always "de trop", a hindrance, and the same applies to a party of five. On the other hand, four make a feasible combination. They are able to retain a whole railway compartment or to engage a carriage, and to make arrangements in hotels, restaurants, etc., whereby a considerable saving may be effected.

Of personally conducted parties I have had no experience whatever. They have been called necessary evils at best, invented for the lazy, the helpless, and the needy, but I have no wish to deprecate them. "Elck wat wils."

Writing about this subject, I wish to supplement what Mr. Goldbeck says concerning pickpockets (p. XXV.) The worst types of the longfingered tribe are, perhaps, found in Russia and Italy, where they particularly patronise churches, chapels, and railway stations. Do not think they all belong to Russia or Italy. Beware also of the international swindlers, who infest the steamers in the English Channel, and who go forward and backward, cheating and robbing whom they can. One should likewise be careful in continental hotels, "pensions", and lodgings as to making new acquaintances. Needy adventurers and adventuresses frequently take up their abode in them, lying in wait for prey. This they sometimes find in English and American young ladies, who are to be cajoled into marriage. Many of the latter have done it, much to their regret, discovering their mistake when it was too late. I am afraid good husbands are not usually to be found in foreign boarding-houses or hostelries.

These remarks are not intended to discourage the sociableness of foreign travel, which forms such a pleasant contrast to the silence and gloom of railway journeys in England. I only advise a little caution; that is all.

11. Money. Sovereigns and Napoleons are the best, because known everywhere, and readily taken. Bank of England
and Banque de France notes also pass easily in most countries. Circular notes are handy enough, yet not so much used as one would fancy. The universal practice of Englishmen to pay by cheque is not understood abroad, and may lead the persons indulging in it into difficulties. Compare Mr. Goldbeck’s remarks about this matter, p. XXII. Beware of the various kinds of bank-notes, issued by private banks in Scandinavia, Germany, Italy, etc. They cannot always be so easily sold as the persons taking them. Inquire first of the proprietor of your hotel, or some other trustworthy person, whether certain bank-notes are good, bad, or indifferent. Beware also of Peruvian silver coins, palmed off upon the unwary for five franc pieces. They are not worth nearly so much. In Austria — on the steamers of the Lloyd, for instance — payment is sometimes demanded in gold.

12. Passports. Please read carefully what is said about them in the Introduction.

I now have exhausted, I believe, the main portions of the programme I had traced out for the Rules of the Road; other points of interest will be noticed in the Introduction, or, as they arise, in the body of this Guide itself.

London, October, 1891. H. TIEDEMAN.
Not to be overlooked.

The plan of this handbook has been moulded in the following manner:

Europe, with the exception of France and Spain, which are not touched by the Flushing route, and are, therefore, left out, is divided into sections, the traveller being taken to each section in turns.

After crossing the North Sea via Flushing, he is supposed to tour in Holland and Belgium first, afterwards visiting the Rhine, Switzerland, and Italy.

Starting from Cologne again, he next moves in a northerly direction, traversing North Germany, Denmark, Norway, and Sweden.

Returning to Cologne, he subsequently surveys Central Germany and Berlin, proceeding thereafter to Russia.

The last tour follows the route from Frankfort to Vienna, by Munich, Innsbrück, and Salzburg. It ends at Constantinople and Athens.

The author has practically covered in person the whole of the routes he describes.

For a part of the general description of the various countries treated he has made use of that ever-excellent compendium: Whitaker's "Almanack", but otherwise the work is entirely original.
Advice and Hints to British Tourists and Residents in Germany.

Extracts from a Report to Lord Salisbury, by Mr. Bernard Goldbeck, Her Majesty's Acting Consul-General in Frankfort-on-Main.)

The many unpleasantnesses which befall British tourists travelling abroad, and for which redress is often sought at the hands of Her Majesty's representatives (as a reference to their archives would readily confirm), has induced the writer to offer a few hints, which he trusts may be serviceable to all those who intend making a more or less lengthened stay on the Continent. It may be mentioned that, although most of these remarks may apply to other countries, the writer intends confining his observations mainly to Germany.

One of the foremost duties impressed on British consular officers is that of giving their advice and assistance to Her Majesty's subjects in difficulties. It is, therefore, thought that in trying to enable travellers, or English residents abroad, to avoid, if not all the difficulties, at least those to which long experience has shown they are most liable to be exposed, a service would be rendered not only to those who are travelling, but also to the consular corps, before whom, in numerous instances, matters are laid and advice is sought when it is too late for them to intervene effectually.

In the regulations respecting passports issued by the Foreign Office the following remarks will be found: — "Although British subjects are now free to enter Belgium, France, Germany, Holland, Italy, Denmark, Sweden, and Norway without passports, and the rules about the same have been virtually relaxed in other countries; nevertheless, British subjects about to visit the Continent are recommended not to omit to provide themselves with passports, for even in those countries where they are no longer obligatory they are found to be convenient as affording a ready means of identification, and more particularly when letters have to be claimed at the poste-restante."

To the above official remarks it may be added that, although persons who are only making a short stay on the Continent,
or travelling from place to place, may not find it necessary to produce their passports, yet anyone who intends making any prolonged stay in Germany, and especially in Prussia, will find it absolutely necessary to have such a document, as, according to the police regulations (Melde-Ordnung), house-owners, lodging-house-keepers, tenants, or other persons lodging strangers, are bound to report within three days the arrival of any newcomer, when official proofs of identity are invariably demanded. Although it is true that Consular officers are entitled to issue passports, travellers should bear in mind that these are more expensive than those obtainable at the Foreign Office, and that they have naturally less facilities for proving their identity abroad than at home; and if, as frequently happens, the consul may not consider the identity of the claimant sufficiently established, and decline to grant a passport, the traveller may find himself in a very awkward predicament.

See further information about passports, p. XXXI.

Although it will, doubtless, strike every reader as self-evident that persons about to travel in a foreign land should take a sufficient supply of money, or at all events notes that are easily convertible, yet the fact that so many applications regarding pecuniary difficulties are made to consuls proves that sufficient prudence is often not exercised in this matter. The attention of travellers cannot be too frequently drawn to the point, that their cheques on English banks are not easily converted into money. Surely they cannot expect to find greater facilities in a foreign country for paying hotel bills, or others, than they meet with at home, where the significant notice—"Cheques not accepted in payment"—often strikes the traveller's eye.

It may be added here that even letters of credit, though easily negotiable in larger centres, may prove utterly useless in towns where the banking business is not sufficiently developed.

But the fact that strikes the writer as most strange is, that consuls have sometimes requests made to them for monetary assistance on the part of British tourists, who appear to have calculated their expenses previous to their departure from home on too modest a scale. It must be obvious that, for such cases, the consuls have no funds at
their disposal, and they are naturally loth to grant loans out of their private means; considering, therefore, how simple a matter it is to take home any unspent money, it is inexcusable in people to start on their journey with an insufficient supply, as this may contribute to delays, and even prevent their reaching home at a date when their presence may be absolutely necessary.

Before starting for the Continent it would be wise to make a note of the towns where British representatives are stationed, as well as of their addresses, and, if possible, their office hours, so that no delay need occur in cases of emergency. Many difficulties might, without doubt, be avoided, if visitors would think of calling on consuls when they are desirous of any special information, as experience has proved that it is very often the lack of this information that has brought about the troubles in which the parties find themselves involved subsequently.

It is always advisable for persons who have had little or no experience in continental travelling, or who are not adepts at the language, to map out their routes accurately, and before starting on a journey to obtain every information in their power with regard to the hours of departure of trains and boats from officials who are in a position to give them the requisite details in English, as, after once having started, they may experience great difficulties in finding anyone able to enlighten them on any point on which they may require information.

Special attention should be paid to the regulation that only children under the age of 10 are allowed to travel at half-price. Any infringement of this by-law is severely punished.

English travellers, too, must bear in mind that most of the railways in Germany are State property, and worked on a stricter system than is in vogue in England, where the rivalry existing between the different lines enables travellers to enjoy many comforts (besides the supreme boon of rapid travelling), which cannot be expected in a country where the convenience of passengers, though by no means neglected, is not allowed to interfere with the revenues of the State.

In explanation of the foregoing, English travellers, at the height of the season, are often unreasonable in expecting
guards to grant them the privilege of a compartment to themselves, which would, if conceded, have the effect of crowding the ordinary travelling public to excess. The numerous packages, too, which they proverbially find it necessary to have with them, are often complained of by continental fellow travellers, who, on entering a compartment, frequently find no room for their own modest hand-luggage.

From the railway carriage to the custom-house is but a step, so that tourists should not omit having their luggage examined at the frontier. It appears that many travellers passing there during the night do not take the trouble to alight for the general examination, and the consequence is that, on arrival at their destinations, they learn that their effects have been detained at the frontier, and that they must undergo the annoyance of waiting five or six days before receiving them; whereas their boxes would have been looked over at the right place in a few minutes, if at all; they will otherwise be very closely examined by officials much less accustomed to through travellers than their colleagues at the frontier.

Tourists with little travelling experience very often even omit to attend the examination of their luggage when passing the frontier in the day time; this seems all the more inconceivable, as in most cases their tickets mention the name of the place where such examination is to be held; besides, as our own experience shows, the official, who registers the luggage in England, generally informs the traveller once more that this luggage will be examined at the custom-house mentioned on the luggage ticket he delivers him. German custom-house regulations, with regard to new articles of dress, are somewhat stringent, and travellers must not be surprised at finding themselves called upon to pay duty accordingly.

While on the subject of travelling, it is as well to warn the public particularly against the numerous and adroit pickpockets who infest the more important junctions on the Rhine, as we have had during the last summer several complaints from parties who had been robbed on their journey. One of these unfortunate victims had lost, not only his valuables and money, but also his railway and hotel-coupons and even his passport. It may readily be imagined how
difficult it will prove in such a situation to bring satisfactory evidence of one's identity such as would justify the issue of a consular passport in lieu of the stolen document. English travellers are, therefore, earnestly cautioned to be especially on their guard on the crowded Rhine steamers, as well as on the platforms and in the refreshment rooms of the railway stations, which are so thronged during the summer months.

The love of sight-seeing, so developed in British travellers, will have to be slightly restrained when visiting the vicinity of German fortresses. There is no trifling with the caution "verbotener Weg" (forbidden ground), and in fact it must prove dangerous to overstep any such injunction, nor should any one sketch points of view where trespassers may expose themselves to unpleasant detention or even imprisonment.

When parties contemplate making any lengthened stay in a boarding-house it is always well to have the terms agreed upon in a written form, as by this means any subsequent disputes are avoided, and verbal agreements between English and German might have been misunderstood on both sides. This is especially necessary when lodgings are engaged for any time. The lessee should always remember that the landlord can, in accordance with locals laws, claim the payment of an indemnity when notice is suddenly given, unless special terms have previously been arranged. It would always be well to ask the consul's advice before drawing up any document, as the latter, unless legally attested, may, through some informality, prove useless. The trifling expense thus incurred would be amply repaid by the feeling of security, as well as of immunity from annoyance or unjust claims on the part of the landlord.

In case of disputes with cabdrivers, or in public conveyances, &c., a person should in all cases go without loss of time to the nearest police-station and lodge a complaint, as otherwise the other party may be first in the field and obtain an authority to act before both sides of the question have been heard, thus producing great annoyance. The writer feels all the more justified in laying stress on the advice not to neglect taking prompt action, as only last year he was called upon to intervene in a matter when a lady's jewellery was
actually seized on an order from the court, as she had unfortunately not taken the trouble to communicate with the police and give her version of the matter in dispute.

In cases of orders given to tradespeople for goods of an exceptional character; it would be wise to give an exact description of the article ordered in writing, which the merchant should also indorse; instances have occurred where disputes have arisen from the simple fact that the purchaser maintained having ordered something quite different, whereas the merchant declared that the goods delivered were exactly as ordered; of course such cases may happen anywhere, but they will always be more frequent and complicated when different languages are spoken.

If, for example, an English buyer refuses to accept, say, a piece of furniture, on the ground that it is not at all in accordance with his order; now, convinced as he is that the tradesman had understood him perfectly when he gave the order, he will declare that he is not going to be treated thus because he is a foreigner, whereas, on the other hand, the tradesman is by no means willing to submit, as he would say, to the whims and fancy of the Englishman, who has ordered something quite out of the common, and which it would be quite impossible to dispose of to any other purchaser; hence lawsuits and endless worry, which might by a few lines in black and white have been easily avoided.

Cases have also arisen in which bills have been sent in to English tourists, visitors at watering-places, or permanent residents, for medical or other attendances—the amounts of which were not at all in proportion to services rendered. In such cases any municipal magistrate or police official of the place would, if applied to, willingly advise what steps ought to be taken to have the claim reduced to the proper amount.

In close connection with the above is the following very important hint. Beware of running up bills with tradespeople, as, according to still existing local laws in certain German towns, foreigners may on account of debts be imprisoned, if it is suspected that they intend leaving the country before settling their accounts.

Certain precautions are also necessary in engaging servants; an agreement ought to be drawn up, wherein the question
of discharge must be clearly defined, as, if they think they have a claim against their masters, they are very often induced by fellow servants to institute legal proceedings, which, even if satisfactorily arranged in the end, will be certain to prove very annoying for the time being, and might impede an intended departure, or otherwise involve a deposit in a court of law.

English travellers, who intend engaging servants or couriers at home, may, with advantage, be very careful as regards the stipulations and conditions on which they are to accompany them abroad, as the sudden discharge of such servants in Germany may produce the unpleasantnesses above referred to.

Commercial travellers, if they carry goods with them for sale, require a special license for that purpose, and they will have to inquire at the police-station, where such certificate is to be obtained. Travellers not provided with this "Gewerbeschein" are liable to a heavy fine.

Governesses, nurses, artisans, &c., who have accepted an engagement abroad, through advertisements or any other means, ought not to leave their homes without having, previous to their departure, obtained a written agreement signed by some responsible party, which contains a special proviso that the return fare will be allowed them in case their services are not deemed satisfactory after a trial of a stipulated period. The greatest caution in this respect is necessary, as, if once discharged, it will be extremely difficult, almost impossible, for them to find another situation, and they would be doomed to misery in a foreign country, as unfortunately too many cases have proved.

Before finishing these remarks, these is another very important point to touch on. British residents in Germany, if living in houses or in flats which they have furnished, are subject to the German income and other taxes after a sojourn of one year, in some districts even sooner. The fact that they are paying taxes in England would not exempt them from those levied here.

As regards the new income-tax, now under consideration in the Prussian Parliament, strangers who already pay income-tax at home ought to make careful inquiries before settling down, and advice on this important subject, involving as it
may rather heavy expenses, should always be asked from a local lawyer of good standing and repute.

Births or deaths ought to be reported without loss of time to the nearest British consulate, particularly the latter, when consular assistance may be of great importance.

In conclusion, though the writer is not sanguine enough to hope that he will be able, by means of the above hints offered to English readers, to remove all the difficulties and worries which may befall British subjects, when travelling abroad, he is, however, convinced that, by adopting the advice herein laid down, they will find that the pleasure of their journeys would be considerably enhanced, many annoyances be avoided, and that they would find among a kindred nation that great boon which Germans themselves style “English comfort.”

Custom-House Regulations. — Travellers from Great Britain and America to the Continent are rarely subjected to much trouble in the examination of their luggage, unless they are troublesome themselves, objecting to having this, that, or the other examined, or raising difficulties. Tourists should remember that custom-house officers have stringent instructions, and — as a rule — great power to back them up. The examination of luggage by short sea routes is generally made in the customs shed after landing. In the case of luggage registered through from London to places on the Continent, inquiry should be made.

Special to Travellers via Flushing. — Luggage registered from London (Victoria, Holborn Viaduct, or St. Paul’s) to a Dutch Station is examined only once, at Flushing. Luggage registered from London to North German towns &c. via Boxtel and Wesel is examined only once, at Goch. Luggage registered from London to Cologne or to any other German town, via Venlo, is examined only once, at Kaldenkirchen. Luggage registered from a German or Dutch Station to Victoria Station is examined only once, viz. at Victoria Station; luggage registered to Holborn Viaduct or St. Paul’s Stations is examined at Queenboro’. Luggage registered from Germany to a Dutch Station must be examined at Venlo or at Gennep. All luggage registered from the Continent by the Day Service to London is
examined at Queenboro' Pier. On Sundays all luggage is examined at Queenboro'. Mr. Niessen will be in attendance at Kaldenkirchen, on the arrival of the express train from Flushing to assist passengers in clearing their baggage.

56 lbs. or 25 kilos are allowed free; every 20 lbs. or 10 kilos, or fractional part thereof above 56 lbs., are charged for. To and from Italian stations 56 lbs are allowed free between London and Chiasso only. To and from the Italian stations all baggage will be charged for according to the rates shown in the list.

**Children.** — Children travel free up to the age of three years throughout the greater part of the Continent. In Austria and Switzerland children travel free up to two years. In Norway and Sweden, children between three and twelve pay half-price; in Austria and Switzerland, between two and ten, half-price. In Germany two children under the age of ten travel with one ticket; a single child paying full fare in 3rd class travels 2nd class, or paying 2nd class fare travels 1st class. In Belgium, three-quarter fare from three to eight years of age; and in France, half-fare between three and seven. It is always advisable to show the child who is to travel either gratis or at reduced price to the booking-clerk; in France it is usual to stamp "ENFANT" upon the ticket of the adult who accompanies the child, to save disputes as to age at the end of the journey.

**Special to Travellers via Flushing. Children's tickets.** — Children travelling between London and the Continent (except to Holland as shown below), can only be booked as far Flushing, and are charged for as under: —

**London and Flushing.** — Under 3 years of age, **free**.

Above 3 and under 10, half-fares.

On arrival at Flushing they must re-book, in accordance with the rules in force on the various Continental companies' lines over which they travel.

**Children travelling between London and towns in Holland** are conveyed as follows: —

Children under 3 years of age, not occupying separate seats, but accompanied by their friends, may travel **free**.
Children between the ages of 3 and 10 years will be charged for as under:

a. Two children may travel with one ticket.

b. One adult and one child may both travel in first-class carriages with one first-class ticket, and one second-class. With one first-class ticket they may both travel second-class.

c. One child, unaccompanied by friends, to pay full fare, but may travel first-class with a second-class ticket.

According to the regulations on the German railways, children cannot be booked through to Germany and back. Arrangements, however, have been made for the issue of special return-tickets for children, provided these tickets are ordered in the London office of the Zeeland Steamship Company now 1, New Basinghall Street (Ground Floor), 3 or 4 days before the day of departure.

Availability of Tickets. — All tickets (single and return) are available for 30 days, with the exception of _single tickets_ to and from Dutch and Italian stations.

Tickets to and from Dutch stations are available as follows:

- Single tickets to and from Dordrecht, Rotterdam, Bois-le-Duc, and Rozendaal are available for 3 days.
- Single tickets to and from all other Dutch stations are available for 7 days.
- Single tickets to and from Italian stations are available for 17 days.

Return-tickets between Rotterdam and London, and between Flushing and London are available for 60 days.

Information respecting passports.

_Travellers to any part of Europe_, who desire to avoid trouble or unnecessary expense can obtain their passports through a respectable agent, who will see that everything necessary is done in procuring the proper _visa_ for a journey to or through any country on the Continent. In this case it will be necessary to forward the letter of application, or apprise him by letter or otherwise, that such letter of recommendation, or certificate of identity, has been duly
forwarded to the Foreign Office; he will then take steps to procure the passport, visa etc. The Foreign Office charge for a passport is 2s.

Foreign Office passports are granted upon the recommendation of any banker or banking establishment, in any part of the United Kingdom; enclosed under cover and SEAL of the establishment, and directed to Her Majesty's Secretary of State for Foreign Affairs in form as follows:

MY LORD,

(Place and Date.)

We request that your Lordship will authorise the grant of a passport for travelling on the Continent (or elsewhere), to A. B., a British subject, residing at accompanied by his wife, etc. (as the case may be).

We have the honour to be, my Lord, etc.
Her Majesty's Secretary of State for Foreign Affairs.

In the absence of a banker's recommendation, a certificate of identity must be procured, signed by a Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Barrister, Solicitor, or Notary; and such certificate of identity must bear the signature of the applicant, in addition to the signature of the party giving such certificate.

Form of certificate of identity to be written out in full, signed and sealed by the person giving it; and also by the person in whose behalf it is granted—

(Name of place, and day of the month.)

The Undersigned, Mayor of (Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Barrister, Solicitor, or Notary, as the case may be), residing at hereby certifies that A. B. (Christian and Surname to be written at length), whose signature is written at foot, is a British subject, and requires a passport to enable him to proceed to accompanied, as the case may be, by his wife,—sons,—daughters, with their tutor named C. D. (Christian and surname to be written at length), a British subject, governess,
and maidservant [or servants], and manservant [or servants], named E. F., a British subject [or subjects].

(Signed)

Seal.

(With the usual signature)

Signature of the above-named

Note. — When the various members of a family travel together, they may be included in one passport, but the degree of relationship should be stated; for example—Mr.......(the Christian as well as surname must be given in full), travelling on the Continent, accompanied by his wife, and....sons, and.....daughters, with.....woman servant (if any), all British subjects. If attended by a manservant, his name in full must be stated, and he must be a British subject; if a foreigner, he must obtain a passport from his own government. Friends travelling in company, although not related, may also be included in one passport; but in this case, each of their names and addresses should be given in the application.

Passports Abroad. — As every police-officer abroad is authorised to inspect a passport, it must, under all circumstances, be carried about the person. To protect it from friction, it should be bound in a pocket-book, containing blank leaves to receive the visas, as the official signatures are termed, and the traveller’s name.

Foreign Office Regulations respecting Passports. — Applications for Foreign Office passports must be made in writing, addressed to The Chief Clerk, Foreign Office, London, with the word “Passport” on the cover.

The charge on the issue of a passport, whatever number of persons may be named in it, is 2s.

Passports are granted only to British-born subjects, or to naturalised foreigners.

Passports are issued at the Foreign Office between 11 and 4 on the day following that on which the application for the Passport has been received at the Foreign Office.

A passport cannot be issued on behalf of a person already abroad; such person, being a British-born subject, should apply for one to the nearest British mission or consulate.

The bearer of every passport should sign his name clearly
as soon as he receives it; as otherwise the visa may be refused, or the validity of the passport questioned abroad.

**General Remarks.** — British and American subjects about to visit the Continent are recommended not to omit to provide themselves with a passport; for even where no longer obligatory, it is found to be convenient as a means of identification, particularly when letters have to be claimed at a *poste restante*. It also frequently secures admission to public buildings, museums, etc., when otherwise closed; and it may serve to protect the traveller against the ignorance or caprice of local officials, who have it in their power to make themselves disagreeable when they choose.

Passports are required for **Greece, Spain, and Egypt**; and are indispensable for **Alsace and Lorraine, Portugal, Roumania, Russia, and Turkey**, especially for **Jerusalem** and the **Holy Land**; the visas must be previously obtained in England at the respective consulates.

**Austria-Hungary.** — Passports required, but are seldom demanded at the frontiers or elsewhere.

**Belgium and Holland.** — Passports are not required, but they are useful.

**France.** — Proof of signature must be given, without which passports cannot be visé at the French consulate; unless issued within the last three years. Intending visitors or residents are advised, at the present time, to obtain a fresh passport, and get the same visé in London. Travellers in France not provided with passports may be required to prove their **identity and nationality**.

**Germany.** — The German *visa* is not now required for travellers intending to visit Germany. In Berlin, Frankfort-on-the-Main, and some other cities, where the regulations concerning the "Kleiner Belagerungzustand" are in force, passports are sometimes wanted. — **Alsace-Lorraine.** No traveller can cross the frontier from France without the German *visa*, which must be obtained in London or Paris.

**Italy.** — Passports seldom asked for, but useful for the reasons stated.

**Roumania.** — No foreigner is now allowed to enter the Kingdom without a duly visé passport. On arrival he must procure a
permit of residence from the nearest prefect, giving up his passport if his stay is to exceed 30 days.

Russia. — Travellers to Russia should not quit England without a visa from the Russian consulate in London. Members of the medical profession proceeding to Russia, with a view of practising there, must first obtain a diploma from St. Petersburg. Governesses must obtain a certificate of competency from the Russian consul in London, which will be granted upon production of proper testimonials to character and ability; fee, 3s. 3d.

Turkey. — Passports, duly visé, are absolutely required.

Foreign Ambassadors and Ministers (styled „Excellency“) in London.

ARGENTINE STATES (La Plata)—Sr. Don Luis L. Dominguez, Min., Kensington Palace Gardens, W.
AUSTRIA-HUNGARY.—Count Deym, Amb., 18, Belgrave Sq., S. W.
BELGIUM.—Baron Solvyns, Min., 36, Grosvenor Gardens, S. W.
BRAZIL.—Sr. de Souza Correa, Min., 32, Grosvenor Gardens, S. W.
CHILI OR CHILE.—Senor Ross, Min., 5, New-Burlington Street, W.
CHINA.—Sieh Ta Jen, Min., 49, Portland Place, W.
COLUMBIA (New Granada or Panama).—Dr. F. Angulo, Min., 30 Harrington Gardens, S. W.
COSTA RICA.—Senor Don R. Fernandez, Chargé d’Affaires.
DENMARK.—Mons. F. E. de Bille, Min., 19, Grosvenor Square; 12 to 2.
FRANCE.—M. Decrais, Amb., Albert Gate, S. W.
GERMAN EMPIRE.—Count Hatzfeldt, Amb., 9, Carlton House Terrace, S. W.
GREECE.—Mons. J. Gennadius, 3, St. James’ St., S. W.
ITALY.—Count Tornielli B. di Vergano, Amb., 20, Grosvenor Square, W.
JAPAN.—Jusammi Kawasé, Min., 9, Cavendish Square, W.
MEXICO. Sr. Don P. W. del Campo.
NETHERLANDS (HOLLAND).— Min., 40, Grosvenor Gardens, S. W.
PERSIA.— Mirza Mohamed Ali-Khan, 98, Portland Place, W.
PERU.— General Caceres, Min., 13, Comeragh Road, W.
PORTUGAL.—Senhor Dom Luis de Several, Min., 12, Gloucester Place, Portman Square, W.
ROUMANIA.—Mons. Plagino, Min., 50, Grosvenor Gardens, S. W.
RUSSIA.—Mons. de Staal, Amb., Chesham House, Belgrave Sq., S. W.
SERVIA.—M. J. Grouich, Min., 11, Weymouth Street, W.
SPAIN.— Marquis Casa la Iglesia, Min., 46, Portland Place, W.
SWEDEN & NORWAY.—H. Akerman, Min., 52, Pont Street, W.
SWITZERLAND.—M. C. D. Bourcart, Chargé d’Aff., 76, Victoria Street, S. W.
TURKEY & EGYPT.—Rustem Pacha, Amb., 1, Bryanston Square, W.
UNITED STATES.—Hon. Robert T. Lincoln, Amb., 2, Cromwell Houses S. W.
URUGUAY.—Sr. Dr. Alberto Nin, Chargé a’Aff., 83, Victoria Street, S. W.
**LIST OF FOREIGN PASSPORT OFFICES.**

**CONSULS-GENERAL, CONSULS, AND VICE-CONSULS; WITH PARTICULARS CONCERNING PASSPORTS AND VISAS.**

**N. B.** English and American consuls abroad are indicated in the leading towns where they reside.

**America (United States).**—See following page. *Visa, 10s.*

**Argentine States.**—Senor Don Alberto de Guerrico, Devonshire Chambers, Bishopsgate Street Without. *Visa 4s. Passport and Visa necessary.*


**Bolivia.**—J. M. de Artola, Esq., *C. G.*, 14, Austin Friars, E.C. *Passport and Visa necessary, 5s.*

**Brazil.**—José L. de Salles, Esq., *C. C.*, 6, Great Winchester St. Buildings, E.C. *Passport advisable. Visa unnecessary.*

**Chili.**—H. Kendall, Esq., C., 50, Old Broad Street, E.C.; 11 to 4. *Passport and Visa necessary, 2s. 6d.*

**Colombia.**—Leopold Schloss, Ethelburga House, Bishopsgate Street. *Passport required; visa, 8s.*

**Costa Rica.**—J. A. de Lacheur, Esq, *C. G.*, 19, St. Swithin’s Lane. *Visa, 4s.*

**Denmark.**—E. A. Delcomyn, Esq., *C. G.*, 5, Muscovy Court, Tower Hill, 10 to 4. *Passports not wanted.*

**Ecuador (Guayaquil).**—Don Pedro Agripino Merino, Leadenhall Buildings, E.C. *Passport required. Visa, 8s.*

**France.**—M. Blanchard de Farges, *C. G.*, 38, Finsbury Circus; 11 to 4. *Passport partially abolished. Visa, 7s. 11d.*

**German Empire.**—Dr. Jordan, *C. G.*, 27, Finsbury Circus, E.C. *Passport partially required, Visa, 1s. 6d.*


**Nicaragua.**—B. Isaac, Esq., *C. G.*, 22, Great Winchester Street. *Visa, 5s.*

**Paraguay (Asuncion).**—Christopher James, Esq., 8, Great Winchester Street, London Wall. *Visa required.*
Persia.—Col. J. Ellis, C. G., 51, Portland Place. Vice-Consul, 30, Bedford Row, W. C. Visa, 5s.

Peru.—A. R. Robertson, Esq., C., 9, New Broad Street. Passport necessary. Visa, 4s., optional.

Portugal.—A. F. P. Basto, Esq., C. G., 3, Throgmorton Avenue, E. C. Passport required. Visa, 8s. 11d.

Roumania.—J. Staniforth, Esq., C. G., 4, Old Jewry. Passport necessary. Visa, 4s. 2d.

Russia.—Alexandre de Volborth, Esq., C. G., 17, Great Winchester Street. V. Cons. — Mr. F. Knapp. Passport and visa absolutely required. Visa, 1s. 8d.

San-Domingo.—Senor M. Ventura, C. G., 18, Coleman Street. Passport and visa absolutely required. Visa, 8s.

San Salvador.—A. L. Cambell, Esq., C. G., 8, Jeffrey Square, St. Mary Axe, E. C. Visa, 2s. 6d.

Servia.—H. W. Christmas, Esq., C. G., 42a, Bloomsbury Square. Visa, 2s. 6d.

Spain and Cuba.—Don. U. Montejo, C. G., 21, Billiter Street. Passport required. Visa 8s.

Sweden and Norway.—O. Richter, Esq., C. G., 24 Great Winchester Street. Passport not required.

Switzerland.—H. Vernet, Esq., Agent and C. G., 76, Victoria Street, S. W. Passport not required, Visa, 2s.

Turkey and Egypt.—Emin Effendi, C. G., 7, Union Court, Old Broad Street, E. C. Passport and visa absolutely required. Visa, 4s.

United States.—J. C. New Esq., C. G., 12, St. Helen's Place, E. C. O. Johnson, Esq., Vice-C. G. Visa, 10s.

Uruguay (Monte Video).—R. M. Hasse, Esq., C. G., 27, Throgmorton Street, E. C. Visa, 4s. 4d., necessary.


POSTAL REGULATIONS.

Postage.—In the general Postal Union (Class A), comprising the whole of Europe, Egypt, Persia, Japan, Canada, and the United States, is 2 1/2 d., under 1 oz. Post cards are 1 d.; newspapers, 1 d. per 2 oz.; 1 d. per 4 oz.; books, 1 d. per 2 oz. The return postage is the same, as nearly as the money and weights of the country will allow. For example, letters from France are 25 cents. for 15 grammes; post cards are 10 cent.; newspapers are 5 cent. for 50 grammes. Within the Union, prepayment by postage stamps of the country from which the letter is sent, is compulsory. If a letter be insufficiently prepaid, the extra charge is 2 1/2 d. per 1/2 oz. English stamps, etc., can be used only in the United Kingdom, of course. Abroad, foreign stamps must be used. For registered letters 2 d. is charged beyond the postage. Newspapers must be posted within 8 days of publication, otherwise they are sent as book post matter only. Newspapers are not allowed to be sent through the post in Russia except on certain conditions (comp. p. 497).
Money Orders. — These are obtainable between England and the following Countries: — Belgium, Denmark, France, Germany, Italy, Japan, Netherlands and Dutch Settlements, Sweden and Norway, Switzerland, Portugal, and for Egypt, India, United States, and the Colonies, at a commission of 6d. up to £2; 1s. to £5; 1s. 6d. to £7; 2s. to £10. See Money Table, below.

Poste Restante. — Letters for the Continent should be addressed very legibly, particularly the Christian and Surname, omitting "Esquire," "Bart," or other title, which officials at foreign post-offices are apt to take for a name. Persons applying for letters should present a card, with the name written plainly. It is always safest to direct letters (paid) to the care of a banker or even to a hotel, as letters and parcels addressed "Poste Restante" are frequently lost or mislaid.

GOLD AND SILVER COIN TABLE.—Showing the approximate values of the following gold and silver coins abroad, subject to variations according to the fluctuations in the rates of exchange.

<table>
<thead>
<tr>
<th>Description of Coin.</th>
<th>Value in English Sovs.</th>
<th>Value in United States</th>
<th>Value in France (Belgium, Switzerland)</th>
<th>Value in German Empire</th>
<th>Value in Holland</th>
<th>Value in Austrian Paper</th>
<th>Value in Italian</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GOLD.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>English sovereign</td>
<td>1 0 0</td>
<td>4 86</td>
<td>25 28</td>
<td>20 37</td>
<td>12 15</td>
<td>12 60</td>
<td>28 30</td>
</tr>
<tr>
<td>Twenty-franc piece</td>
<td>0 15 10</td>
<td>3 85</td>
<td>20 0</td>
<td>16 13</td>
<td>9 50</td>
<td>9 50</td>
<td>21 80</td>
</tr>
<tr>
<td>German 20-Mark piece</td>
<td>0 19 6</td>
<td>4 74</td>
<td>24 70</td>
<td>20 0</td>
<td>11 80</td>
<td>11 70</td>
<td>24 85</td>
</tr>
<tr>
<td>Dutch 10 florins</td>
<td>0 16 4</td>
<td>3 96</td>
<td>20 80</td>
<td>16 60</td>
<td>10 0</td>
<td>9 90</td>
<td>20 83</td>
</tr>
<tr>
<td>Imperial (Russian)</td>
<td>0 15 10</td>
<td>3 85</td>
<td>20 0</td>
<td>16 13</td>
<td>9 50</td>
<td>9 35</td>
<td>20 0</td>
</tr>
<tr>
<td>Twenty kroner (Swedish, Norwegian and Danish)</td>
<td>1 1 9</td>
<td>5 25</td>
<td>27 40</td>
<td>22 20</td>
<td>13 10</td>
<td>12 46</td>
<td>27 74</td>
</tr>
<tr>
<td>Alfonso (5 dolls. Spanish)</td>
<td>0 19 8</td>
<td>4 80</td>
<td>24 80</td>
<td>19 45</td>
<td>11 90</td>
<td>11 30</td>
<td>25 0</td>
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<tr>
<td>Eagle (5 dolls. U.S.)</td>
<td>0 1 6</td>
<td>5 0</td>
<td>25 85</td>
<td>20 90</td>
<td>12 40</td>
<td>12 25</td>
<td>26 14</td>
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<td><strong>SILVER.</strong></td>
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<td>English shilling</td>
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<td>0 24</td>
<td>1 25</td>
<td>1 0</td>
<td>0 60</td>
<td>0 57</td>
<td>1 27</td>
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<tr>
<td>Five-franc piece</td>
<td>0 3 11½</td>
<td>0 95</td>
<td>5 0</td>
<td>4 00</td>
<td>2 37½</td>
<td>2 27</td>
<td>5 10</td>
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<tr>
<td>One-franc piece</td>
<td>0 0 9½</td>
<td>0 19</td>
<td>1 0</td>
<td>0 80</td>
<td>0 47½</td>
<td>0 46</td>
<td>1 0</td>
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<tr>
<td>Thaler (3 Marks)</td>
<td>0 2 11</td>
<td>0 70</td>
<td>3 65</td>
<td>3 0</td>
<td>1 76</td>
<td>1 68</td>
<td>3 75</td>
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<tr>
<td>One Mark</td>
<td>0 0 11½</td>
<td>0 24</td>
<td>1 22</td>
<td>1 0</td>
<td>0 50</td>
<td>0 56</td>
<td>1 26</td>
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<td>One florin (Dutch)</td>
<td>0 1 7½</td>
<td>0 40</td>
<td>2 05</td>
<td>1 70</td>
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<td>0 94</td>
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<tr>
<td>One kroner (Danish, Swedish, and Norwegian)</td>
<td>0 1 1</td>
<td>0 27</td>
<td>1 30</td>
<td>1 13</td>
<td>0 66</td>
<td>0 62</td>
<td>1 40</td>
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<tr>
<td>One dollar (Spanish)</td>
<td>0 3 11</td>
<td>0 94</td>
<td>4 95</td>
<td>3 98</td>
<td>2 35</td>
<td>2 25</td>
<td>5 10</td>
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<tr>
<td>One peseta (Spanish)</td>
<td>0 0 9½</td>
<td>0 19</td>
<td>0 95</td>
<td>0 70</td>
<td>0 46</td>
<td>0 46</td>
<td>0 90</td>
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<tr>
<td>One dollar (U.S.)</td>
<td>0 4 1</td>
<td>1 0</td>
<td>5 10</td>
<td>4 10</td>
<td>2 46</td>
<td>2 35</td>
<td>5 20</td>
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A CONCISE TABLE OF FOREIGN MONEYS,

reduced from English into the currency of other countries at par,
except for depreciated currencies, when the calculation fluctuates
with the exchange of the day.

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<table>
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<th>England</th>
<th>France</th>
<th>Italy, Belgium, Switzerland</th>
<th>Germany</th>
<th>Holland</th>
<th>United States</th>
<th>Austria in notes</th>
<th>Russia in notes</th>
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EXPLANATION OF THE CURRENCIES IN THE VARIOUS COUNTRIES.

Austria and Russia. The paper currencies are continually subject to important fluctuations. Compare p. 482.

In France, Belgium, Switzerland, and Italy, 1 franc = 100 centimes. Germany, 1 Mark, 1 ducat = 100 Kreuzer. Sweden and Denmark, 1 Kroner = 100 Ore. United States, 1 dollar = 100 cents. Spain, 1 peseta = 100 reals. Greece, 1 drachma = 100 lepta. Turkey, 1 paras = 10 paras. Russia, 1 rouble = 100 kopeks.

Italian coins are not always accepted there, but the silver of these countries usually passes current in Italy. See P. 366 for further particulars.
### CONTINENTAL WEIGHTS WITH THEIR ENGLISH VALUE.

<table>
<thead>
<tr>
<th>Country</th>
<th>Metric Unit</th>
<th>English Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>1 gram = 15.434 grains troy; 30 grammes about an ounce.</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>1 kilogram = 2.205 lbs. avoirdupois.</td>
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</tr>
<tr>
<td>Holland</td>
<td>1 quintal métrique = 220 lbs. avoirdupois.</td>
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</tr>
<tr>
<td>Italy</td>
<td>1 tonneau = 2,200 lbs. avoirdupois.</td>
<td></td>
</tr>
<tr>
<td>Portugal</td>
<td>1 quintal = 220 lbs. avoirdupois.</td>
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</tr>
<tr>
<td>Spain</td>
<td>1 quintal = 220 lbs. avoirdupois.</td>
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<tr>
<td>Switzerland</td>
<td>1 tonneau = 2,200 lbs. avoirdupois.</td>
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<tr>
<td>Germany</td>
<td>1 gr. = 15.434 grains troy.</td>
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<tr>
<td>Austria</td>
<td>1 kilogram = 2.205 lbs. avoirdupois.</td>
<td></td>
</tr>
<tr>
<td>Russia</td>
<td>1 kilogram = 2.205 lbs. avoirdupois.</td>
<td></td>
</tr>
<tr>
<td>Denmark</td>
<td>1 pound = 482.64 lbs. avoirdupois.</td>
<td></td>
</tr>
<tr>
<td>Norway</td>
<td>1 pound = 482.64 lbs. avoirdupois.</td>
<td></td>
</tr>
<tr>
<td>Sweden</td>
<td>1 pound = 400 lbs. avoirdupois.</td>
<td></td>
</tr>
<tr>
<td>Turkey</td>
<td>1 pound = 482.64 lbs. avoirdupois.</td>
<td></td>
</tr>
</tbody>
</table>

### CONTINENTAL SYSTEMS OF MEASUREMENT.

The French Metrical System has been generally adopted throughout Continental Europe.

<table>
<thead>
<tr>
<th>Country</th>
<th>Metric Unit</th>
<th>English Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>1 mètre = 3.28 feet or 39.37 inches.</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>1 kilometre = 1,093 yards, or nearly 5 furlongs, or five-eighths of a mile.</td>
<td></td>
</tr>
<tr>
<td>Germany</td>
<td>1 Meile of 24,000 Austrian feet, or 2,297 yards, or 4¼ English miles.</td>
<td></td>
</tr>
<tr>
<td>Austria</td>
<td>1 Meile of 24,000 Austrian feet, or 2,297 yards, or 4¼ English miles.</td>
<td></td>
</tr>
</tbody>
</table>

### Differences of Time between LONDON (for Greenwich) and other places.

<table>
<thead>
<tr>
<th>Place</th>
<th>H. M.</th>
<th>Place</th>
<th>H. M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amsterdam (Holland)</td>
<td>0 20 1</td>
<td>Lisbon (Portugal)</td>
<td>0 30 1</td>
</tr>
<tr>
<td>Alexandria (Egypt)</td>
<td>1 58 0</td>
<td>Madrid (Spain)</td>
<td>0 14 2</td>
</tr>
<tr>
<td>Athens (Greece)</td>
<td>1 35 0</td>
<td>Moscow (Russia)</td>
<td>2 30 1</td>
</tr>
<tr>
<td>Berne (Switzerland)</td>
<td>0 30 0</td>
<td>Munich (Bavaria)</td>
<td>0 46 2</td>
</tr>
<tr>
<td>Berlin (Prussia)</td>
<td>0 53 0</td>
<td>Odessa (Russia)</td>
<td>2 11 0</td>
</tr>
<tr>
<td>Brindisi (Italy)</td>
<td>1 12 0</td>
<td>Naples (Italy)</td>
<td>0 57 0</td>
</tr>
<tr>
<td>Brussels (Belgium)</td>
<td>0 17 4</td>
<td>Paris (France)</td>
<td>0 43 0</td>
</tr>
<tr>
<td>Bucharest (Romania)</td>
<td>1 35 0</td>
<td>Prague (Austria)</td>
<td>0 58 0</td>
</tr>
<tr>
<td>Budapest (Hungary)</td>
<td>1 18 0</td>
<td>Rome (Italy)</td>
<td>0 50 0</td>
</tr>
<tr>
<td>Christiania (Norway)</td>
<td>0 43 0</td>
<td>St. Petersburg (Russia)</td>
<td>2 1</td>
</tr>
<tr>
<td>Cologne (Germany)</td>
<td>0 28 0</td>
<td>Stuttgart (Würtemb.).</td>
<td>0 37 0</td>
</tr>
<tr>
<td>Constantinople (Turkey)</td>
<td>1 56 0</td>
<td>Stockholm (Sweden).</td>
<td>1 12 0</td>
</tr>
<tr>
<td>Copenhagen (Denmark)</td>
<td>0 50 0</td>
<td>Trieste (Austria)</td>
<td>0 35 0</td>
</tr>
<tr>
<td>Dublin (Ireland)</td>
<td>0 24 1</td>
<td>Venice (Italy)</td>
<td>0 49 3</td>
</tr>
<tr>
<td>Edinburgh (Scotl.) loc. time</td>
<td>0 12 3</td>
<td>Vienna (Austria)</td>
<td>1 59 0</td>
</tr>
<tr>
<td>Gothenburg (Sweden)</td>
<td>0 49 0</td>
<td>Warsaw (Poland)</td>
<td>1 24 1</td>
</tr>
</tbody>
</table>

Thus, when it is noon or 12 o'clock at London, it is 11:24 a.m. at Lisbon; 11:35 a.m. at Dublin; 11:45 a.m. at Madrid; but at Paris, it is 12:09 p.m.; Brussels, 12:18 p.m.; Amsterdam, 12:20 p.m.; and so on, for places earlier. The differences are at the rate of 1 hour for every 15° of longitude; or 4 min. for 1°. For comparative Railway Time, see p. XLIII.
### THERMOMETERS.

<table>
<thead>
<tr>
<th>Réaumur</th>
<th>Centigrade</th>
<th>Fahrenheit</th>
</tr>
</thead>
<tbody>
<tr>
<td>76</td>
<td>95</td>
<td>203</td>
</tr>
<tr>
<td>72</td>
<td>90</td>
<td>194</td>
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<tr>
<td>68</td>
<td>85</td>
<td>185</td>
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<tr>
<td>65.5</td>
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<td>56</td>
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<td>149</td>
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<td>48</td>
<td>60</td>
<td>140</td>
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<td>44</td>
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<td>40</td>
<td>104</td>
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<tr>
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<td>37.4</td>
<td>100</td>
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<tr>
<td>29.5</td>
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<td>98</td>
</tr>
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<td>36</td>
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<tr>
<td>10</td>
<td>13</td>
<td>55</td>
</tr>
<tr>
<td>8</td>
<td>10</td>
<td>50</td>
</tr>
</tbody>
</table>

**Water Boils** (bar. at 30 inch.)

- 80° Fahrenheit = 37° Milan, 28° London.
- 100° Fahrenheit = 40° Milan, 30° London.
- 212° Fahrenheit = 99° Milan, 60° London.

**Alcohol Boils**

- 78° Fahrenheit = 33° Milan, 21° London.
- 96° Fahrenheit = 40° Milan, 25° London.

**Tallow Melts**

- 68° Fahrenheit = 19° Milan, 13° London.

**Fever Heat Commences**

- 72° Fahrenheit = 24° Milan, 18° London.

**Blood Heat**

- 85° Fahrenheit = 29° Milan, 23° London.

**Summer Heat**

- 80° Fahrenheit = 30° Milan, 25° London.

**Temperate**

- 90° Fahrenheit = 37° Milan, 31° London.

**Temp. of Spring Water and Main Temp. of Air (London)**

<table>
<thead>
<tr>
<th>Inches</th>
<th>Millim.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>1 1/2</td>
<td>2</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>– 4</td>
<td>– 5</td>
</tr>
<tr>
<td>– 5 1/2</td>
<td>– 7</td>
</tr>
<tr>
<td>– 8</td>
<td>– 10</td>
</tr>
<tr>
<td>– 10</td>
<td>– 12 1/2</td>
</tr>
<tr>
<td>– 12</td>
<td>– 15</td>
</tr>
<tr>
<td>– 14</td>
<td>– 18</td>
</tr>
<tr>
<td>– 16</td>
<td>– 20</td>
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<tr>
<td>– 19</td>
<td>– 24</td>
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<tr>
<td>– 20</td>
<td>– 25</td>
</tr>
<tr>
<td>– 24</td>
<td>– 30</td>
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</table>

**WATER FREEZES.**

<table>
<thead>
<tr>
<th>Inches</th>
<th>Millim.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>5</td>
</tr>
<tr>
<td>1 1/2</td>
<td>2</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>– 4</td>
<td>– 5</td>
</tr>
<tr>
<td>– 5 1/2</td>
<td>– 7</td>
</tr>
<tr>
<td>– 8</td>
<td>– 10</td>
</tr>
<tr>
<td>– 10</td>
<td>– 12 1/2</td>
</tr>
<tr>
<td>– 12</td>
<td>– 15</td>
</tr>
<tr>
<td>– 14</td>
<td>– 18</td>
</tr>
<tr>
<td>– 16</td>
<td>– 20</td>
</tr>
<tr>
<td>– 19</td>
<td>– 24</td>
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<tr>
<td>– 20</td>
<td>– 25</td>
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<td>– 30</td>
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</tbody>
</table>

**Wine Freezes.**

<table>
<thead>
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<th>Millim.</th>
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</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>1 1/2</td>
<td>2</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>– 4</td>
<td>– 5</td>
</tr>
<tr>
<td>– 5 1/2</td>
<td>– 7</td>
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<tr>
<td>– 8</td>
<td>– 10</td>
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<tr>
<td>– 10</td>
<td>– 12 1/2</td>
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<td>– 12</td>
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<tr>
<td>– 14</td>
<td>– 18</td>
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<td>– 16</td>
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<td>– 19</td>
<td>– 24</td>
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<tr>
<td>– 20</td>
<td>– 25</td>
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<tr>
<td>– 24</td>
<td>– 30</td>
</tr>
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</table>

**Zero Fahr.**

<table>
<thead>
<tr>
<th>Inches</th>
<th>Millim.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>5</td>
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<tr>
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<td>2</td>
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<td>0</td>
</tr>
<tr>
<td>– 4</td>
<td>– 5</td>
</tr>
<tr>
<td>– 5 1/2</td>
<td>– 7</td>
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<tr>
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<td>– 24</td>
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<tr>
<td>– 20</td>
<td>– 25</td>
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</tbody>
</table>

### BAROMETER.

<table>
<thead>
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<th>Inches</th>
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</thead>
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<td>715</td>
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</tr>
<tr>
<td>720</td>
<td>28.35</td>
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<tr>
<td>725</td>
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<td>730</td>
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<td>740</td>
<td>29.13</td>
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<tr>
<td>745</td>
<td>29.33</td>
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<tr>
<td>750</td>
<td>29.53</td>
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<tr>
<td>755</td>
<td>29.73</td>
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<tr>
<td>760</td>
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<td>775</td>
<td>30.51</td>
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<tr>
<td>780</td>
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<td>785</td>
<td>30.91</td>
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<td>790</td>
<td>31.10</td>
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**Kilometer and Meter Tables.**

Distances on railways in France, Spain, Belgium, Switzerland, Germany, Austria-Hungary, and Italy, are measured by the kilomètre (kilometer, chilometre, etc.) of 1,000 meters. One meter = 1.094 English yard = 3.281 feet = 39.37 inches = 11-10th yard nearly. Hence, to turn meters into yards, add 1-10th; to turn yards into meters, subtract 1-11th. Hence, again, 10 meters = 32.81 feet; 100 meters = 328.1 feet; 1,000 meters (or kilometer) = 3,281 feet, or 5 furlongs nearly. Hence, a kilometer = 5-8ths. of an English mile, nearly; or 6 miles = 10 kilometers; or 10 miles = 16 kilometers, nearly.

To turn English statute miles into geographical (or sea) miles, take off 1-7th. One sea mile = 1.15 English mile = 1.85 kilometer. Hence, 100 sea miles = 185 kilometers.
<table>
<thead>
<tr>
<th>TABLE OF KILOMETERS AND ENGLISH MILES.</th>
<th>TABLE OF METERS, YARDS, AND FEET.</th>
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</thead>
<tbody>
<tr>
<td>-------</td>
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</tr>
<tr>
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<td>1.242</td>
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<td>3.105</td>
</tr>
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<td>3.726</td>
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<tr>
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<td>9</td>
<td>5.589</td>
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<td>10</td>
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</tr>
<tr>
<td>11</td>
<td>6.831</td>
</tr>
<tr>
<td>12</td>
<td>7.453</td>
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<tr>
<td>13</td>
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<td>11.8</td>
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<td>200</td>
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<tr>
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<td>248.4</td>
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<tr>
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<td>310.5</td>
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<tr>
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<td>372.6</td>
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<td>700</td>
<td>434.7</td>
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<td>800</td>
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<td>620.1</td>
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</tr>
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<td>10000</td>
<td>6201</td>
</tr>
</tbody>
</table>

**Thermometer Table.**—Réaumur's thermometer is generally used in Germany, Austria-Hungary, Russia, and the German speaking parts of Switzerland, and the centigrade (viz. Celsius) in France, Italy, Spain, Portugal, Greece, and the French cantons of Switzerland. By adding the readings of both C. and R. to the 32°, the result is Fahrenheit. On the Continent thermometers are frequently graded for both C. and R.

**Barometer.**—The weather glass and rainfall in France are measured by the millimeter—1/1000th of a meter—0.394 inches—1/1000th of an inch. Thus, 724 millimeters correspond to 28½ inches; 736½ mills. to 29 inches; 749½ mills. to 29½ inches; 762 mills. to 30 inches; 775 mills. to 30½ inches. For comparisons, you should remember that the mean temp. of London is 39° in winter, 50½° annual; and the rainfall, 25 to 26 inches.
POST-OFFICE TELEGRAPHS.

The English Government having bought up the cables of the Submarine Telegraph Company, all messages to the Continent are now forwarded by the Postmaster-General, but telegrams to the United States, the East, and South America are still sent by the Companies owning the cables to those parts of the world. The following are the charges from all stations to the principal countries abroad. All messages to be prepaid. Addresses charged for in all cases.

| To all telegraph stations in | FRANCE ...................... | 2d. |
| Ditto                        | ITALY ........................ | 3d. |
| Ditto                        | HOLLAND ..................... | 2d. |
| Ditto                        | AUSTRIA and HUNGARY ........ | 3d. |
| Ditto                        | BELGIUM ..................... | 2d. |
| Ditto                        | NORWAY ..................... | 3½d. |
| Ditto                        | DENMARK ................... | 3½d. |
| Ditto                        | SWEDEN ..................... | 4d. |
| Ditto                        | SPAIN ...................... | 4d. |
| Ditto                        | GERMANY ................... | 2d. |
| Ditto                        | SWITZERLAND ............... | 3d. |
| Ditto                        | RUSSIA ..................... | 5½d. |
| Ditto                        | TURKEY (in Europe) ....... | 6½d. |
| Ditto                        | GREECE .................... | 7d. |
| Ditto                        | SERVIA .................... | 4d. |
| Ditto                        | ROUMANIA ................. | 4d. |
| Ditto                        | BULGARIA .................. | 4½d. |
| Ditto                        | PORTUGAL .................. | 4½d. |
| Ditto                        | THE UNITED STATES ......... | 1 sh. to 1 s. 8 d. (according to distance.) Repeated messages in Europe are charged half-rate.

RAILWAY TIME IN EUROPE.

In Germany, Austria-Hungary, Italy (from 1 Nov. 1893), Servia, Denmark (from 1 Jan. 1894), Sweden, and W. Turkey railway time-tables are made out in Mid-European Time (one hour later than Greenwich time); in Holland, Belgium, and the United Kingdom, in W. European Time (one hour earlier than Mid-European time); in Bulgaria, Roumania, and E. Turkey, in E. European Time (one hour later than Mid-European time). France still has Paris time; Switzerland, Berne time (until the spring of 1894 and mid-European time afterwards); Denmark, Copenhagen time (until 1 Jan. 1894); Norway, Christiania time; Greece, Athens time; Russia, Petersburg, Moscov, or Warsaw time (comp. p. 498).
VIA FLUSHING!

First Route.

FROM LONDON TO FLUSHING.

"Not he who has lived long, but has travelled most has the right understanding". Turkish Proverb.

We are off. No matter whither: we are off! The express train slowly moves out of Herne Hill Station, composed partly of carriages from Victoria, and partly of those in which we travelled from Holborn Viaduct. The officials of the London, Chatham, and Dover Railway having rapidly completed the amalgamation of the two trains, the Boat Express starts out upon its journey to Queenborough Pier.

We will suppose it is a bright sunny morning, for it is more pleasant to travel in the day time, especially when one "tours" for the first time. To the people of business we leave the night mail, which will convey them quickly to their destination. We, in quest of pleasure, prefer the day service.

First of all, we have a ride through charming country, the prime of Kent, past fashionable Beckenham, rural St. Mary Cray, and on to Rochester. By a bold sweep Chatham is reached, where the Boat Train usually stops. Near it, the view over the Medway, and the distant Thames waiting for
the Medway, is beautiful. Soon we get to Sittingbourne, where a sudden slackening of our train tells us that a junction is reached. Over the low pastures of Sheppey Island, where many sheep may be seen peacefully congregating on the marshy tracts of land, a branch line conveys us past venerable Queenboro', one of the oldest antiquities of Britain, to the modern terminus of Queenboro' Pier.

"This way to the steamer, Sir!" The numerous porters shout it. Let us try and follow the rush of "knowing" passengers, if we cannot get in front of them. The latter is the wiser policy; for the sooner we board the steamer the better; at least, if we want to secure a private cabin. Once in the elegant saloon, the rule with the "administrator"—such is the official term for the ticket collector—is "first come, first served." The polite gentleman in his quiet uniform, who has his office in a small cabin opening into the saloon, admits of only one exception, viz. in favour of those who have telegraphed to him their wishes beforehand. Of course the latter are "all right". I do not know, however, whether we all care to have a private cabin, even on the night boat. Plenty of people, apart from ladies and the inevitable children, prefer to pass their time on deck, in the fresh, briny atmosphere, if not in the congenial smoking-room. For even in the latter, high up, there is none of that "stuffiness" down below, which aptly, at least in rough water, frightens those whom pure air, and the absence of suspicious agonies, can alone save from the dread sickness.

On a fine summer-day there is nothing more pleasant, nor more charming, than a trip across the North Sea. First comes the fine prospect of the broad Thames, with Sheerness and the far-famed Nore. Gradually the distant land fades away, with the "memories" of bright Margate and Ramsgate, and soon we find ourselves on the broad bosom of the Ocean, heaving and swelling, and nothing around us but a clear sheet of undulating water, dotted now and again with a bright sail, or smudged by the trail of a smoking steamer. There are plenty of opportunities to satisfy the cravings of the inner man, and after we have attended to that necessary duty, we can sit down in a snug corner and ponder.

Here we find ourselves in a truly magnificent saloon, fitted up regardless of expense, with every comfort that ingenuity
can suggest. A rapid survey of the cabins and public state rooms will reveal the fact, that everything is not only luxurious, but betrays absolute "Dutch" cleanliness. The marvel is, perhaps, not so much that these comfortable and quick modes of transit exist, as that they have not existed long before. The crowded boats of the "Zeeland" Steamship Company, now keeping up, daily, a double service all the year round, show that they supply the proverbial long-felt want. It is so easy and pleasant nowadays to cross over to Holland in one of these steamers, that there is no longer any ground for the excuse of the young lady in a well-known London telegraph office, who asked me one day: "Where is Rotterdam?" On thinking the matter over, she had a doubt as to whether it might not be situated somewhere in Holland, and I took it upon myself to set that doubt at rest. And yet the "Zeeland" Steamship Company, whose steamers are so readily available for anyone to follow my example, is of comparatively recent growth. It was the late lamented Prince Hendrik of the Netherlands, whose loving spirit still seems to watch over the destinies of the enterprise, who prompted and supported it with his usual energy, and whose fine life-size portrait adorns the staircase of the vessel that bears his name. He founded this company after the completion of the works at the harbour of Flushing in the year 1873. As we read in an official narrative, issued by the Company some years ago, it was his Royal Highness who proposed that a connection should be established between England and the Continent via Flushing. Before this idea could be carried out, however, it was obviously necessary to ascertain which landing-place in England might be available, if not most suitable. The main point to be considered was the arrangement of a service with England, which, in addition to the quick conveyance of letters and goods, should offer passengers a maximum of possible comfort. For this purpose it was necessary to have large and commodious vessels, affording full space for a roomy and luxurious saloon, snug cabins, smoking- and ladies-room, etc. As a further guarantee against the ills of sea-sickness, his Royal Highness was induced to seek, on the English side of the Channel, a landing-place at the mouth of the Thames where, as at Flushing, large passenger steamers could come alongside without being exposed to the sea. The choice was ultimately
fixed upon the Medway, near the point where it joins the Thames. Negotiations were consequently entered into with the London, Chatham, and Dover Railway Company, which resulted in the erection of a pier close to Queenborough. The latter soon proved better adapted to the traffic than that, previously established at Sheerness. Fine ships were also provided. Still, they did not keep up the speed, necessary for mail-steamers, nor did they afford the comfort which Prince Hendrik desired. Thereupon, the well-known firm of John Elder & Co., of Govan, near Glasgow — which was later on converted into a Limited Liability Company — was asked to prepare new plans for large Channel steamers, after the designs of the late Mr. W. Pearce, subsequently M. P. for Govan, and for a long time chief partner in the firm named. In 1877 two ships of an entirely new type, which for speed and accommodation excelled all Channel steamers then afloat, were duly delivered in accordance with this contract. They were the „Princes Marie“ and the „Prinses Elisabeth“, so named after the Princesses of Saxe-Weimar, nieces of his Royal Highness. In 1880 the „Prins Hendrik“, christened after the founder of the line, was launched, to replace the old boat still in use. Three years later, the fleet was further augmented by the construction of the „Willem, Prins van Oranje“. All these steamers are of the same type and almost precisely similar dimensions namely: — 280 feet long, 35 feet broad, and 16 feet 6 inches deep; the total tonnage being 1570 gross, or 860 nett. They have oscillating engines with an indicated horse-power of 4000, produced by 4 steam-boilers, each weighing 37 1/2 tons.

The first of June 1887 was a very important date in the history of the Company. Up to that time there had only been a night service, but the requirements of an increased, more rapid and frequent mail service had made it apparent some time previous that a day service would have to be added, to enable the Company to keep up the position and prestige it had already gained. Consequently, upon the date named, a new day mail was inaugurated with some festivities. For the purposes of this new mail, 3 excellent steel paddle-steamers, named the „Engeland“, „Duitschland“, and „Nederland“, were ordered of Messrs. John Elder and Co., and delivered in due course. Each of these splendid vessels has a total length of 300 ft., with a beam of fully 35 ft. Very powerful engines
of 4500 to 5000 horse-power enable the Company to make the service both rapid and regular. Nothing can exceed the luxurious and yet material comforts that abound in every direction. There are large drawing-rooms, adorned with pictures by Dutch artists, spacious dining-saloons, 9 feet high, smoking-saloons and ladies-cabins. Each steamer has a fine promenade deck. Passengers fond of seclusion may secure private deck-cabins, which are quite equal to those in ocean steamers in their decorative arrangements. Both the night and the day boats are fitted with the electric light.

With their steadiness and manifold comforts, these steamers are undoubtedly among the very best navigating the Channel. They make travelling a boon in fine weather, and a "pis aller" in bad. Read what an authority on passenger boats has written about these steamers. — "Descending the broad staircase, covered with indiarubber, at night, the large saloon glitters before you, with its well provided tables, that undoubtedly excite your appetite. Without thinking long about it, you determine to try the different dishes and excellent wines which together prove to you that the cuisine on board is good. This saloon is a fine apartment, about as long as it is broad, and it is so situated that it can be easily reached from all parts of the vessel. It occupies, in fact, the whole breadth of the ship. Against the sides are sofas, in front of which are placed, lengthways, to starboard and larboard, tables with elegantly cushioned chairs, having revolving seats, on the other side. From this, which is called the upper saloon, a broad corridor leads to the lower saloon of the first-class passengers. Here are to be found the majority of thirty-seven cabins, varying in size, and containing in the aggregate 150 berths equally divided: the smaller ones being offered to married couples; and the larger, with 3 to 8 berths, being available for larger parties and families. Electric light is to be found in every cabin, and so are fixed lavatories, electric bells, and life-belts: the latter being placed under the lower berth. Next to the upper saloon, the ladies have their room, where a stewardess is in attendance to look after the comfort of the occupants. Even passengers of royal birth have their own cabin, called the "Royal" cabin, communicating with the outer saloon, and excelling the ordinary state-cabins in its luxurious fittings."
In going to the forepart of the vessel, where the second-class passengers are snugly located, do not omit to visit the cosy smoking-room on the upper deck, with its sofas and tables. The carvings and paintings here are like those in the upper saloon, and the electric light gives a cheerful appearance to the whole, illuminating the charming paintings, imitations of designs on real old "delf", from the well-known factory of Thoof at Delft. The second class affords sleeping accommodation for about 50 persons, having a separate saloon and ladies-cabin as well. In the dormitory, the berths are placed at the sides, one above the other. The accommodation is simple, but very good indeed; and the quality of the victuals supplied as excellent of its kind as that in the first class.

Sometime, late in the afternoon — remember we are travelling on the day boat — the change in the colour of the water, and a long pale line all above the horizon, betoken our approach to the Dutch coast. It is, of course, extremely low lying even as our vessel is nearing it.

The windmills and houses, belonging maybe to fishing communities, have so quaint an appearance! Soon we sail up the wide Scheldt, accessible at all times. Those huge steamers you see are bound for Antwerp, while several anchor in the splendid harbour of Flushing, which has cost the State a good deal of money. Here is the fleet of the "Zeeland" Steamship Company, and here you may also chance to see one of the large Castle-liners.

Now we have come alongside the jetty. We land, giving up our steamboat ticket as we do it. Do not trouble about your registered luggage, as the authorised porters will take it for you to the custom-house. Plenty of space everywhere, fine roomy basins and quays. There is a well covered walk to the station proper. You will find the custom-house officers unobstructive, obliging, and, as a rule, very lenient. The luggage of passengers with through tickets, to Germany and beyond, is scarcely examined, if at all. Go to the clean and simple "wachtkamer", which is a waiting-room and refreshment-bar combined. Order some coffee, which is good, and commence your experience of "broodjes" (small, soft rolls), "rookvleesch", and Dutch cheese. If you intend to go on in the international train which, morning and evening, starts some minutes before the local express, conveying
passengers to the principal Dutch towns, you will find a commodious dining-room car of the International Company, to which second-class passengers have admittance during their meals. But take my advice. If you want to see Holland, commence with the province of Zeeland in general, and Flushing in particular. There are cheap return-tickets, available for three and four days, entitling to board and lodging at the fine and beautifully situated Bath Hotel, on the sands overlooking the Scheldt, from Saturday to Monday, or Tuesday. Circular tickets, not less inexpensive, and available for one month, are issued over the State and Holland railways, enabling tourists to make an extensive round through the centre of the Netherlands.

A couple of days may be very pleasantly passed in the province of Zeeland, that cradle of Dutch liberty. It is full of proud souvenirs for Hollanders, but scarcely less interesting, historically, to Englishmen. Holland’s greatest naval hero, Michael Adriaansz. de Ruyter, was born here, and in 1841 a statue was erected to his memory. With Den Briel, Flushing was the first town to expel the Spanish troops. Both places afterwards became pledged to good Queen Bess of England, for the cost of maintenance of the troops under the command of the Duke of Leicester, which her Majesty had sent to assist the Dutch States.

In 1809, when the English fought the French in the island of Walcheren, Flushing was very much damaged by the bombardment of the former, traces of which are still visible in many façades, and whereby the town-hall and its important archives were completely destroyed. In latter years the fortifications were taken down, or replaced by a circle of more distant forts. The completion of the State railway, and the establishment of important harbour and canal works, have done much to procure Flushing a return to prosperity, and there is no doubt that, in course of time, it will become a most important centre of the international transit trade.

Opposite to Flushing, on the other side of the broad Scheldt, lies Fort Breskens, and the small watering place of Cadzand, also Terneuzen. Across, it is a pleasant trip by river steamer. From the latter place, rail to Ghent or Antwerp.
FLUSHING HARBOUR.
Flushing (in Dutch Vlissingen, in German Vliessingen, in French Flessingue) (14,000 inhabitants) (Hotels: *Bath, outside the town (see p. 8); Goes; Du Commerce.)

Principal Attractions. Graving dock, built in 1875. — Arsenal. — North Sea Boulevard and Pier—Yards of the "Schelde" Shipbuilding Company. — St. Jacobs Church (1328); many tombs.

We will now suppose that we start from Flushing for a tour through Holland, afterwards returning thither to take the international train to Germany. First of all, however, as we enter into the very heart of Holland, a general but brief description of the country will be here de rigueur.

HOLLAND.

(Compare Motley's Rise of the Dutch Republic, and United Netherlands; Henri Havard's The Heart of Holland, Picturesque Holland, and the Dead Cities of the Zuider Zee, all translated from the French into English; d'Amici's Olanda, translated into English; H. M. Doughty's Friesland Meres and Through the Netherlands, &c.)

Holland is a maritime kingdom of central Europe, situated on the North Sea, containing a total area of 12,680 square miles, with a population of about 4,500,000. Three-fifths thereof belong to the Dutch Reformed church. The remaining two-fifths are principally Roman Catholics. There are also about a 100,000 Jews, distributed over the larger towns, chiefly Amsterdam. The principal rivers are the Rhine, Maas, and Yssel. Apart from a few hills and the so-called dunes, the land is entirely flat, a great part lying underneath the level of the sea, rendering necessary the construction of numerous and costly dykes.

There are over 1,500 miles of railway open for traffic, mostly the property of the State, but leased to private companies that work them for a certain percentage of profit. Until the construction of railways, the roads, but more especially the canals, formed the principal means of communication. The latter are very numerous, forming a perfect network of waterways. There are upwards à 3,000 miles of telegraph. Telegrams to the United Kingdom cost ten cents a
word, letters 12\(\frac{1}{2}\) cents per 15 grammes. The chief native products are cattle, sheep, potatoes, wheat, oats, flax, tobacco, and dairy produce. Dutch cheese, principally made in the provinces of Holland, North and South, is still famous for its quality. That of Friesland butter has much fallen off in the last ten years. The principal manufactures are linen, cocoa, cotton and woollen goods, gin, and liqueurs. The margarine trade has become a very important one. The leading factories are in North Brabant and South Holland. Gin — in Dutch "jenever" — is manufactured chiefly at Schiedam. Diamond-cutting and polishing are still carried on to a large extent in Amsterdam, though no longer such an important branch of national industry as in former days.

The mercantile marine of Holland consists of about 105 steamers, with a tonnage of 108,976, and 516 sailing vessels, with a tonnage of 178,586, and 14,578 men. In 1889, the total revenue was £ 10,184,158, the expenditure £ 11,256,249, the public debt £ 90,487,524, the total imports £ 91,891,083, the total exports £ 79,124,080, the imports from the United Kingdom £ 18,193,967, and the exports to the United Kingdom £ 29,005,296.

**DUTCH SCHOOL OF PAINTING.**

(Compare Kugler's "German and Dutch Schools", edited by J. G. Crowe, and the "Handbook to the Public and Private galleries of Holland and Belgium", by Lord Ronald Gower.)

"The most considerable of the Dutch school are: Rembrandt, Teniers, Jan Steen, Ostade, Brouwer, Gerard Dow, Mieris, Metzu, and Terburg; these excel in small conversations; for landscapes and cattle, Wouwerman, P. Potter, Berchem, Ruysdael, Hobbema, Adriaan van de Velde, Both, and Cuyp; and for buildings, van der Heyden; for sea views, W. van de Velde, jun., and Backhuysen; for dead and live game and birds, Weenix and Hondenkoeter; for flowers, de Heem, van Huysum, Rachel Ruisch, and Breughel; and for interiors and perspectives, Peter de Hooghe. These make the bulk of the Dutch school.

"I consider those painters as belonging to this school who painted only small conversations and landscapes, etc. Though some of those were born in Flanders, their works are principally found in Holland; and to separate them from the
Flemish school, which generally painted figures as large as life, it appears to me more reasonable to class them with the Dutch painters, and to distinguish those two schools rather by their style and manner than by the place where the artist happened to be born. The works of David Teniers jun., are worthy the closest attention of a painter who desires to excel in the mechanical knowledge of his art. His manner of touching, or what we call handling, has, perhaps, never been equalled. There is in his pictures that exact mixture of softness and sharpness which is difficult to execute.

"Jan Steen has a strong manly style of painting, and he has shown the greatest skill in composition and management of light and shadow, as well as great truth in the expression and character of his figures." — Sir Joshua Reynolds.

WHAT TO SEE IN HOLLAND.

(Full particulars under the headings quoted.)

Rotterdam — Delft, with its historical souvenirs and modern "Delf-ware." — The Hague, with Scheveningen — Haarlem — Zandvoort — Bloemendaal (tulips and horticulture generally) — Amsterdam — Isle of Marken — Muiden — Baarn (and The Gooi, by rail or on foot) — Utrecht — Zaan- dam — Hoorn — Medemblik (and other Dead Cities) — Friesland and her meres (visited by steamer across the Zuider Zee) — Arnhem, and its charming surroundings, including Nijmegen.

We will now proceed on our journey.

Second Route.

FROM FLUSHING TO ROTTERDAM.

(State Railway: 83 miles, 2½ h., by express).

4 m. Middelburg (17,000 inhab.), the capital of Zeeland. Hotels: Nieuwe Doelen, Abdy, de Flandre. Several cafés. Steam tramway and steamers to Flushing. Omnibus (in summer only), twice daily, along a shady road, for a guider, to the rising watering-place of Domburg (Hotels: Bad; Schuttershof, both good and reasonable), a pleasant drive of 1½ h. In 1890 Domburg was visited by the Queen of Roumania, and it
TOWN-HALL AT MIDDELBURG.

has become somewhat fashionable in consequence. Also visit Westkapelle with its huge dyke, and Veere (1200 inhab.), 3 m. N. E. from Middelburg, where there is a beautiful cathedral, partly in ruins, and a grand town-hall, with a museum, in which they show the magnificent silver goblet, given to the town by Maximilian of Burgundy.

Principal Attractions at Middelburg. Beautiful town-hall, built in 1468 by Charles the Bold, with 25 statues of counts and countesses of Zeeland; fine tower; historic portraits and relics. — Interesting old Abbey ("Abdij"), dating from the 12th century. — Note the many quaint old Dutch houses, particularly the one of 1590, on the Dwarskade.
We go in an E. direction through flat, marshy country, to Arnemuiden (1800 inhab.), formerly a thriving seaport town. Hard by is the Wester-Scheldt dyke, on which our train runs, and the construction of which caused such a diplomatic sensation between Belgium and Holland, not many years ago.

16 m. Goes (6500 inhab.), with an interesting Gothic church and ruins of Countess Jaqueline's castle.

29 m. Rilland Bath, where the English landed in 1809.

39 m. Bergen-op-Zoom (10,200 inhab.), noted for its many sieges, situated in a marsh, easily inundated. Extensive oyster beds. Town hall, with fine chimney-piece.

47 m. Rozendaal (9000 inhab.), an important junction for the North, East, and South. Travellers coming from Belgium have their luggage examined here.

62 m. Zwaluwe (where a line branches off to Waalwijk and Bois-le-Duc). Near Zwaluwe is the colossal railway bridge over the Hollandsch Diep, almost one mile long, in 14 spans of 3.8 feet each, with a swing bridge at the S. extremity over a separate channel, through which the larger vessels can pass. The bridge cost nearly half-a-million sterling, and its construction lasted 3½ years. Some of the piers rest on cylinders, sunk by aid of exhausted air to a depth of 65 to 72 feet below low water. Enormous difficulties had to be surmounted. In fact, many engineers doubted its feasibility. Fine view over the wide and often stormy Diep.

71 m. Dordrecht, or Dordt (28,000 inhab.), on the Maas. Dordrecht has many historical souvenirs. The great Synod (1618—1619), lasting several months, was held here, and likewise the first assembly of the States of Holland, after the revolt against Spain. The statesmen De Witt, the painters Cuyp and Schalken were born here. Dordt is now a prosperous town. Note the huge rafts in the river that have come from the Upper Rhine. Each, worth perhaps £30,000, was manned by 4 or 500 labourers during the journey. It is here cut up, sawn into planks, sold or stored.

Hotels: Boudier's, Bellevue, Aux Armes de Hollande.

Café at the railway station; from there a tram runs through the whole town.

Principal Attractions. Cathedral, with fine oak stalls, by Jan Terwen, of Amsterdam. — Statue
of Ary Scheffer, by Mezzera; close by, a little square, where the great artist was born in 1795. — Museum, containing notable modern paintings.

A trip by steamer down the river to Rotterdam is much recommended.

The railway crosses the Maas, on a bridge of two spans of 287 feet, two spans of 211 feet, and two swing bridges, and rapidly approaches Rotterdam, past Ysselmonde, and over the two arms of the Maas. The view of Feijenoord with its large establishments, of the lively river covered with craft of every description, and of Rotterdam itself is very striking.

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**A PEEP IN ROTTERDAM.**

83 m. Rotterdam (200,000 inhab.)

Rotterdam, built in the shape of a triangle, one side of which rests on the Maas, lies about 18 miles from the German Ocean, at the junction of the Rotte (hence the name) and the Maas, and is now one of the principal transit ports.
of Western Europe. The new waterway has been so much improved of late that large vessels, drawing 24 feet 10 inches, could in 1890 easily approach the town. It remains open in the severest of frosts. Through it, 4482 vessels were cleared in 1890, with a tonnage of 4,274,854.

Hotels: Maas (new); Victoria; du Passage (reasonable); des Pays-Bas (recommended); Guillames; de Hollande; St. Lucas; Coomans (recommended); de l'Europe; Weimar; Verhaaren; St. Petrus; Leygraaf. Cafés: Zuidhollandsch Koffiehuis; Grand Café. Restaurants: Fritschy; Stroomberg. Good German beer at various places.

Tramways in every direction. Steam tramway to Delfshaven and Schiedam. Small river steamers between the Park and the former Dutch-Rhenish railway station; also to Delft, Gouda, and other inland places. Larger vessels to London and the principal foreign ports.

Rotterdam is the headquarters of the well-known Netherland-American Steam Navigation Company.

Cabs: 60 cents per course, for one or two persons; one guilder and twenty cents per hour.

Newspapers: in the cafés, or at the Leeskabinet (introduction by a member).

Theatres: “Groote Schouwburg” (German opera in the season); Summer Theatre.

English Church, Haringvliet, built out of subscriptions from English residents, and used as stables by Napoleon; Scotch Presbyterian Church, Schotsche Dijk, erected by Scottish residents in the 17th century.

Railway Stations. There are three of them at Rotterdam, owned by the State and the Holland Railway Company, the most central being at the Exchange, for all parts.

Post-Office, near the Exchange.

English Consul. American Consul.

Principal Attractions. The “Boompjes” (“Little Trees”), where all the steamers lie — a centre of constant activity — and the principal canals or “grachten”, over which lie numerous draw-bridges, lend, with the gabled houses, etc., a particularly interesting and pleasing...
appearance to the place. The busy Hoogstraat lies on a dyke. — A walk through Rotterdam to the Park, at the western end of the town, is highly recommended. — Cross the river to Feijenoord, over the two bridges for road traffic. — Museum, founded by Boijmans, with over 400 paintings, mostly modern, open every day. It was destroyed by fire in 1864, and about 300 pictures were then lost. — Ethnological and Naval Museum. — Zoological Gardens, well worth a visit. — Cathedral, with fine organ and monuments of the naval heroes De Witt, De Cortenaer, and Van Brakel. — Bronze statue of Erasmus on the Groote Markt. Erasmus was born at Rotterdam, in No 3 Wijde Kerkstraat, in 1467. Other natives were A. van der Werff and the Duke of Monmouth, also the famous Admiral Piet Hein, born at Delfshaven, now part of Rotterdam.

Third Route.

FROM ROTTERDAM TO AMSTERDAM BY THE HOLLAND RAILWAY.

(54 miles, 1 3/4 h., by express.)

3 m. Schiedam (25,000 inhabitants), on the Schie, famous for its 300 distilleries. — Excursion to Vlaardingen (8500 inhabitants), the centre of the Dutch herring trade. Through fields with fine cattle in abundance, past pleasant farm-houses and windmills innumerable, we reach

10 m. Delft (27,000 inhabitants), also on the Schie. (Hotels: Schaap; Heeren-logement. Café at the Station. Tramway to the Hague. Steamer to Rotterdam.)

Principal Attractions. A quiet Dutch town, very ancient. From here the Pilgrims embarked for America (1620). William, Prince of Orange, was shot in the Prinsenhof, formerly a convent and now a barrack. The staircase is still shown where the assassin did his ghastly work in 1584. — Old Church in Dutch Gothic, with monument of Tromp. Piet Hein lies buried here with Leeuwenhoek, the discoverer of the microscope, a native of Delft. Also Heinsius, the friend of the Duke of Marlborough. — New Church, with splendid mausoleum to the memory of William, Prince of Orange, erected by
the States. The burial vault of the royal family of the Netherlands is underneath; the last King was buried here in 1890. In the same church lies interred the celebrated historian Grotius, a native of Delft. — The famous old pottery of Delft is now being imitated and improved in the factory of Mr Thoof, which is well worth a visit.

On the way to the Hague we pass Rijswijk, noted for its treaty of peace, signed in a house which has since disappeared (the obelisk marks its site).

**VIEW OF THE HAGUE.**

15 m. **The Hague** (154,000 inhabitants), the residence of the Queens, and the seat of the Dutch Government; in Dutch, 's Gravenhage, or **Den Haag**; in German, **Haag**; in French, **La Haye**. The Hague was originally a hunting-seat of the Counts of Holland (1250), hence its rural name: 's Gravenhage. The Hague is the most international of Dutch towns. William, third Prince of Orange, and Huyghens, the inventor of the pendulum clock, were natives of The Hague. Charles the Second of England lived here many years, and so did Spinoza, the famous philosopher, until he died in 1677.
Hotels: des Indes; Paulez; Bellevue, de l'Europe; Oude Doelen, all good, but rather dear. Less expensive: Toelast; Twee Steden; Central. — Restaurants: Van der Pyl (good); Royal; Central. Cafés: du Passage; Zuidhollandsch Koffiehuis.

Theatre: French operas, 3 times a week, in winter. Also Dutch dramas, etc.

Cabs: one guilder an hour, or 50 cents a quarter of an hour. From the station into the town, 50 cents: heavy luggage, 10 cents each article. Carriage to Scheveningen, 1½ guilder, and more.

Tramway from the station to and through the town. Steam tramway to Scheveningen (also steamer), and to Leyden.

Railway Stations: one of the Holland Railway Company (new and fine), the other of the State Railways for Gouda, Utrecht, and beyond.


English Church, in the Gothic style, in Van den Bosch Square.

Post-office, near the Groote Kerk.

Principal Attractions. Walk along the Vijverberg, a pond-like little lake with trees and fine houses; view the old Castle of the Counts of Holland (14th century), the aristocratic Kneuterdijk, where you pass the old mansion of John De Witt, murdered close by. — See the house of Oldenbarneveldt, in the Lange Voorhout, now the Ministry of Finance. Motley, the historian, worked in the Kneuterdijk, as he tells you in his Correspondence. — Cross the Plaats, and get through the ancient Gévangenpoort (Prison-Gate), where one of the De Witts was kept a close prisoner, before being murdered, to the Buitenhof and the Binnenhof, where the States-General hold their public session. — Gothic Hall, where the archives are kept, and where Oldenbarneveldt was beheaded in 1618. — *Museum (Maurits-huis), open daily, full of splendid paintings. Potter’s “Bull” is matchless, and so is *Rembrandt’s “Lesson of Anatomy” — Royal Library — Municipal Museum, containing old and modern paintings. — Gallery of Baron Steen-egracht (well worth visiting). — Museum Meermanno-
Westreenen (books, coins, antiquities) — Royal Palace, in the Noordeinde, unpretentious and not very remarkable (easily viewed when Royalty is at Het Loo)
— Several Statues, and National Monument in the Plein, erected in 1869, as a memorial of the restoration of Dutch independence in 1813. — Walk to the Bosch or Wood, charming in summer time, and a fashionable resort in the afternoon, when the weather is fine, especially with music on Sundays. Visit the Huis ten Bosch, a royal palace and the popular residence of the late Queen Sophie, who beautified it, displaying her usual taste. Here that gifted lady received many famous men. Motley resided some time under her hospitable roof. See the great Hall or Orange Saloon, the dining hall, with its wonderful imitations of bas-reliefs by De Witt (1749). — Zoological Gardens (often music).

Excursion to Scheveningen, best done in a private carriage through the new quarters of The Hague, inhabited by whilom the “Sugar Lords,” and along the old, shady road, through part of the so-called Scheveningen “Boschjes”, past Zorgvliet, formerly the residence of famous Jacob Cats, whose poems and the Bible formed for a long time the only library the people had. Many fine villas.

Scheveningen (15,000 inhabitants), 3 m. from The Hague, a thriving fishing-village, but principally known as a watering-place, which rivals Ostend, and is more and more frequented by the Upper Ten of Europe. Charles the Second embarked here for England at the Restoration, and here the Prince of Orange landed in 1813, previous to his restoration. Season: May—October.

Hotels (frequently overcrowded during the season): *des Bains and Kurhaus; *d’Orange; des Galeries; Garni; Rauch; Zeerust; Continental; de la Promenade; Beau-séjour; the two latter are on the road to The Hague. Numerous pensions and furnished villas in the quaint village.

Baths from early morning till dusk, Sundays till two p.m.

Visitors’ tax, 15 guilders the season; the holders of tickets are entitled to many privileges.
The sands of Scheveningen are very fine in calm weather, but troublesome with a strong wind. Frequent concerts on the terrace, when all available seats are frequently swamped by The Hague folk. Balls and theatricals in the Kurhaus. Concerts at the „Seinpost.”

On to Leyden, past Voorburg.

44 m. **Leyden** (43,000 inhabitants), the Lugdunum Batavorum of the Romans, a quiet Dutch town, only made gay occasionally by the students of the famous University. The Rhine divides the town into 50 islets, joined by 145 stone bridges. Rembrandt, Jan Steen, Gerard Dow, W. van de Velde, W. Mieris, and some of the Elzeviers were natives of Leyden.

**Hotels:** *Lion d’or; Levedag.* Café and Restaurant at the station. Tramway through the town.

**Principal Attractions.** University (800 students), founded by the Prince of Orange, to reward theburghers for their heroic conduct during the siege against the Spaniards, and once famous as the Athens of the West. Grotius, Descartes, Goldsmith, Boerhaave, Linnaeus, and many other celebrities studied here. The latter was an early director of the famous Botanic Garden. — *Statue of Boerhaave,* on the way to the station. — *Groote Ruïne,* marking the spot, where 300 houses were demolished in 1807 by a gunpowder explosion; with a statue of Van der Werf, the gallant defender of Leyden in 1574. — *Museum of Natural History,* rich in products from the Dutch colonies. — *Ethnographical Museum.* — *Museum of Antiquities.*

**Excursion to Katwijk** (6 m. North West of Leyden), a small watering-place. Visit the great sluices, which help the worn-out Rhine to get down into the sea.

From Leyden a railway runs to Woerden, on the line from Rotterdam to Utrecht.

Not far from Veenenburg you pass near the bed of the great Haarlem lake (70,000 acres, drained in 1845, and converted into fertile lands). Near Vogelenzang lies Bennebroek, where Linnaeus wrote his “System” at Mr Clifford’s house. Extensive nurseries are to be seen on the way to

43 m. **Haarlem** (52,000 inhabitants), on the Spaarne, famous for its siege against the Spaniards in 1572, the
birth-place of Laurens Janszoon Coster, the reputed inventor of type-printing, Wijnants, Wouwerman, Berghem, Ruysdael, Van Ostade, and Van der Helst.

Hotels: *Funckler; du Lion d'or; Leeuwerik: all in the town. More away from it: Van den Berg; Het Wapen van Amsterdam. Many Cafés and Restaurants.

Tramway through the town to the "Paviljoen", 10 cents. Steam tramway to Leyden. Cabs, with one horse, from the station into the town, 60 cents; per hour, one guilder, inside the town boundaries; outside, 1½ guilder. Omnibus to Bloemendaal, frequent in summer.

Principal Attractions. Groote Kerk of St. Bavon, a vast Gothic church, with a monument to Bilderdijk, the great poet and friend of Southey, and with a famous
organ, for a long time considered one of the marvels of Europe; 5000 pipes, 60 stops. The organist gives a special performance for one guilder; there are, however, public and gratuitous performances on Tuesday and Thursday. — Town-hall, with museum, containing many valuable paintings by Frans Hals, the great rival of Rembrandt in magic colouring. — Teyler's Museum, founded by a rich merchant more than a century ago, and containing modern pictures, remarkable prints, coins, etc. — Colonial Museum. — Fine Gates (especially Amsterdam gate, of bricks with turrets). — Statue of Coster (see above). — De Hout, a pleasant and popular wood outside the town, containing Flora Park, and the Pavilion, formerly a residence of King Louis Bonaparte, now an industrial museum.

Excursion to Bloemendaal, a nicely situated village, full of cottages and villas, and to the picturesque ruins of the Castle of the Brederode family. Ascend the so-called Brederosche Berg, a lofty dune; view from the top very striking and extensive. Bloemendaal may be reached by private conveyance (including Brederode, about three hours; 4 guilders), and it lies in the immediate centre of famous nurseries.

Excursion to Zandvoort, a rising watering-place, by carriage or rail from Haarlem (a branch of the State railways). The village lies some distance from the Kur-saal. Beautiful sands. Zandvoort is less fashionable and expensive than Scheveningen. (Hotels: *Kursaal; de l'Océan — both on the dunes —; Victoria; Kaufmann; Badhuis; Belvedere). Many pensions and private lodgings. Sea baths: 50 cents each; 12 tickets, one guilder. Boats: one guilder an hour; donkeys (same price).

From Zandvoort a pleasant walk over the dunes leads to IJmuiden, at the mouth of the great North Sea Canal, from where you may reach Amsterdam by steamer.

From Haarlem an interesting trip may be made to North Holland. Take rail to Den Helder, close to The Texel, famous for its oysters and its shipwrecks, past Beverwijk, whence a steam tramway leads to Wijk-aan-Zee, a quiet but rapidly rising watering-place (Hotel: Vereenigde Hotels), over the North Sea Canal, and past Alkmaar (15,000 inhabitants) (Hotels: De Burg; Toelast),
famed for its siege against the Spaniards (1573). It is the centre of an important cheese trade (ten million pounds are annually weighed at the quaint weigh-house). Many picturesque buildings and houses. Fine Gothic Church. You may return by way of Medemblik, Enkhuizen, Hoorn, Edam, and Zaandam to Amsterdam, or continue your route over the Zuider Zee to Stavoren, visit ancient Franeker, Leeuwarden, the Friesland meres, and Groningen, coming back to Amsterdam, by way of Meppel, Zwolle, and Amersfoort.

All the first-named places are interesting, particularly Hoorn. They belong to the so-called Dead Cities, and lovers of folklore and picturesque art should study them, with Havard as a guide. Edam is far-famed for its cheese. Visit a real North Holland farm-house and stables, both scrupulously clean.

At Leeuwarden (30,000 inhabitants) (Hotels: Nieuwe Doelen; Het Wapen van Friesland; Phoenix), and at Groningen (50,000 inhabitants) (Hotels: Doelen; Frigge; Zeven Provinciën. Cafés and tramways), whence rail to Ihrhove and Bremen, you will discover a new world, not always known even to Dutchmen, full of quaintness. Note the curious head-dresses of the beautiful Friesland women.

We will now, with your permission, return to our main line.

47 m. Halfweg, i.e. halfway (between Haarlem and Amsterdam). We pass the enormous sluices, which formerly divided the water in the Haarlem Lake from that in the IJ. Numerous windmills, some on the bastions, no longer used as fortifications, as we approach Amsterdam. Our train runs on a dyke, skirting the IJ, now merged with the North See Canal, and enters the Central Station in front of the city, which station lies upon an artificial island.

54 m. Amsterdam (450,000 inhabitants), the real capital of Holland, so called from the river Amstel, that here flows into the IJ (pronounced "eye"), after passing through the town.

It lay originally in a semi-circle, around the IJ, but has outgrown it. Four principal canals, named Singel, Heerengracht, Keizersgracht, and Prinsengracht, intersected by numerous others, follow the bend of the half-circle. These numerous waterways (partly drained) have given Amsterdam
THE HARBOUR AT AMSTERDAM.
THE "NEW MARKET", AMSTERDAM.
the name of "Venice of the North", though Stockholm better deserves it. Amsterdam was formerly a power. It became a power after the defeat of the Spaniards and their capture of Antwerp. From here the Indies were conquered, the commerce and banking of Europe were conducted. The famous old Bank of Amsterdam, however, no longer exists, having been dissolved in 1796. The town is built upon piles, driven into the bog. Amsterdam's shipping sank, until the great North Sea Canal, now the property of the State and toll-free, was completed (in 1876). It unites the Zuider Zee and the North Sea, measures 15 m., and is available at all tides for the largest ships. Its entrance at IJmuiden is protected by two long piers, each 1600 metres in length, forming a harbour of refuge 1200 metres wide. The canal cost nearly £3,000,000. Part of this expense was covered by the sale of reclaimed lands, after the drainage of the IJ. In 1890, 1675 vessels with a capacity of 4,200,000 cubic metres, entered the port, which is therefore of less importance than that of Rotterdam. Spinoza, F. Bol, Paul Potter, Metsu, Van de Velde, and Weenix were natives of Amsterdam.

Hotels: *Amstel-Hotel (finely situated); Victoria; Doelen; Rondeel; *Bible; American; Pays-Bas; du Passage; Adrian; Café Neuf* (also restaurant and coffee-house); Café Suisse (also restaurant and coffee-house); *Krasnapolsky (with fine restaurant and café); Keizerskroon; Mille Colonnes; des Indes; Hollandais; Stad Elberfeld; Oude Graaf; Jonge Graaf; Oldewelt; Central (also coffee-house); Rembrandt; Haas; Poolsche Koffiehuis (also café).

Cafés (apart from those named): Continental; Paviljoen Vondel. Also cafés at the Zoological gardens and in the Vondel Park.

Restaurants (apart from those named): *Riche; Panopticum; De Karseboom; Die Port von Cleve. Several German "Bierhallen" around the Dam Square. Good oysters at Van Laar's, open till past midnight. Some afternoon pay a visit to the old-fashioned liqueur shop of Wynand Focking, in the Pijlsteeg, where taste the various kinds (not too many!), with the celebrated biscuits, presented in a basket.

Railway Stations: Central, already named;
old Dutch-Rhenish, for certain trains to Utrecht and beyond (now State railway.)

Tramways and Omnibuses traverse the town in every direction. Tickets, procurable in many hotels and shops, are much cheaper than paying cash. Steam tramway to Sloterdijk, to Muiden, Naarden, and Hilversum.

Steamers: numerous between points in the immediate neighbourhood; also to IJmuiden (see page 22), a trip much recommended; also to Zaandam, Rotterdam, Hoorn, Alkmaar, Kampen, and Harlingen (across the Zuider Zee); to London, Antwerp, and other foreign ports.

Cabs: $\frac{1}{2}$ hour, 70 cents; 1 hour, 1 guilder; every quarter of an hour beyond, 25 cents. Night fares are much higher.

Post-Office, behind the Palace.

Theatres: Stadsschouwburg (dramas, French operas, etc.); Grand Theatre (performances in German and French); Parkschouwburg; Frascati;
Salon des Variétés (the two latter for light, popular comedies, farces, etc. in Dutch).

Concerts: in the Park; in the Zoological Gardens, on certain days in summer; at the Amsterdam Crystal Palace (winter and summer), etc.

Panoramas: in the so-called Plantage; in the Vondel Park; at the Panopticum.

Foreign Newspapers at the principal cafés, and at the Leesmuseum (introduction by a member).

British Consulate, 212 Heerengracht; American Consulate, 20 Doelenstraat.

English Church, Groeneburgwal; Presbyterian, Kalverstraat.

Principal Attractions. Take a general survey in a cab or on the top of an omnibus. The former method is of course preferable. Drive along the outer quays, through the Plantage, where the Zoological Gardens are, past the Royal Museum, near the Vondel Park, and back through the narrow Kalverstraat (very animated at night) to the Dam Square. Here is the Royal Palace, (small fee), formerly the town-hall, built 1648–75 by Van Kampen, on piles (15,000), like all other Amsterdam buildings. It cost £750,000. The Council Chamber is fine. Beautiful paintings by De Witt, in imitation of sculpture. The Royal Family does not reside here, but lives in the palace occasionally. — Nieuwe Kerk (New Church, though built in 1408!), with fine pulpit, by Brinck, and a monument to Admiral de Ruyter, also one to Van Speijk, who distinguished himself in the Belgian revolt. — Oude Kerk (Old Church, 14th century), with beautifully painted glass windows, a grand organ, and a monument to Rembrandt. — *Rijksmuseum, opened in 1885, splendid as a building, and full of art treasures of the first magnitude (Rembrandt's *"Night Watch", Van der Helst's *"Archers", Dow's *"Evening School", and many others) The hours of opening should be ascertained beforehand, as they vary sometimes. — Museum van der Hoop, Fodor Museum, and Six Gallery. They should not be missed on any account by amateurs of fine paintings. — *Zoological Gardens; among the finest and richest in Europe. —
Vondel Park, with statue of Vondel, the Dutch poet. It is very extensive, and was laid out from private subscriptions. — Crystal Palace, a creation of Sarphati, with magnificent galleries all round, containing numerous shops, and enclosing a garden. — Visit the harbour, the interesting Jews' quarter, a large diamond-cutting establishment like Koster's (small fee), the sluices at Schellingwoude, etc.

Excursion to the Isle of Marken (most interesting), by occasional steamer, or in a boat (expensive). Marken is a primitive place, where the inhabitants have kept to their old dress and habits. Only remember, when landing, that foreigners are to these islanders just as curious as the latter appear to the invaders.

Excursion to Zaan dam (rail or steamer). Zaan dam (13,000 inhabitants), the place "where hundred windmills stretch out their arms to you", as old Alexandre Dumas had it, is chiefly noted for the cottage of Peter the Great, where the disguised Czar passed a week working for meneer Kalff as a common shipwright. It consists of 2 small rooms, now protected by an outer casing. In one you see Peter's bed in a kind of cupboard. The inscription: "Petro Magno" is by the Emperor Alexander.

Excursion to Broek, the "cleanest village in the world"; not often undertaken now, as its reputation was overdone. Besides, the chief curiosities may be seen in the "Broeker Huis", in the Vondel Park.

Steamers go up the North Holland Canal (21 feet deep and 124 feet wide) to Den Helder, a distance of 52 m. It has lost much of its importance since the completion of the North Sea Canal.

Excursion to "Het Gooi" (by rail or steam tramway). First go to Muiden, visiting the interesting old manor where Hooft, the historian, had his literary circle, which exercised such an influence over the Dutch language and literature. Afterwards proceed to Hilversum and Baarn, charming in summer, full of beautiful villas, peopled by well-to-do Amsterdam citizens, and offering pleasant walks everywhere. One is to "Soestdijk", formerly the residence of the lamented Prince
Hendrik, the founder of the "Zeeland" Steamship Company (see page 3). The railway journey may be continued to Amersfoort, Apeldoorn, and Zutfen. Close to Apeldoorn is Het Loo, the summer residence of the Queens.

Fourth Route

FROM ROTTERDAM TO ARNHEM.

(State Railway: 75 miles, in 2 hours, by express).

The railway runs through meadows. Mills and cattle are plentiful.

13 m. Gouda, or Ter Gouw (18,000 inhabitants). (Hotels: Doelen; Zalm; Harthuis), on the Gouwe, which here joins the IJssel. Gouda was once famous for its pipes, and is still noted for its cheese. Candles and bricks are manufactured in large quantities. The navigator Cornelis Houtman was born here (statue by Stracké). A direct line runs from Gouda to the Hague.

Principal Attractions. Groote Kerk, or Church of St. John (small fee), frequently visited on account of its beautifully painted glass windows (75), mostly 30 feet high, erected (1560–1603) by Dirk and Wouter Crabeth; they are among the finest of their kind. — Town-hall, once the seat of Jacqueline of Bavaria.

We pass Oudewater, where Arminius was born, Woerden, where the line joins the railway to Leyden, and Harmelen, junction station for the line to Amsterdam.

39 m. Utrecht (80,000 inhabitants), the ancient Trajectum ad Rhenum, on the Rhine, now an important junction, where all the leading railways centre. Pope Hadrian the Sixth was born at Utrecht. The seven United Dutch Provinces here made their compact against Spain in 1579. Treaty of Utrecht after the Spanish succession war (1713).

Hotels: Pays-Bas; de l’Europe; Bellevue; Vieux Château; d’Anvers. Restaurant at the station. Tivoli is a favourite popular resort, much frequented on Sundays.

Principal Attractions. Archbishop’s Museum (objets of ecclesiastical art). — Remnants of
a noble *Gothic Church, including St. Martin's Tower, 321 feet high (fine, extensive view). — Ancient University (adjoining), with over 500 students, and a library of 110,000 books. — Pope's House, once the dwelling of Boyens, who was afterwards Pope Hadrian the Sixth (curious). — Maliebaan (mall), a magnificent boulevard of six rows of lime-trees.

Excursions to Zeist (by rail or tramway), where there is a Moravian colony; to Driebergen, with numerous villas; to Bois-le-Duc, by the Southern State railway. The latter conducts over the rivers Lek, Waal, and Maas, by means of three enormous bridges, well worth seeing. The bridge at Culemborg (over the Lek) has a span of 450 feet.

The railway to Arnhem partly leads through fertile, wooded, and hilly country, partly through an extensive moorland, past Veenendaal, an important factory town, famed for its honey.

75 m. Arnhem (50,000 inhabitants), the capital of Guelderland, on the right bank of the Rhine, the place of Sir Philip Sidney's death (1586).

Hotels: du Soleil; Bellevue; des Pays-Bas; Zwijns hoofd; Plantentuin (on the way to Velp). Café: Central. For a longer stay, it is recommended to take rooms at Velp or Dieren, close to Arnhem.

Tramway to Velp. Steam tramway to Ede, Wageningen, and Oosterbeek (where there is a good hotel). Cabs, in town, 75 cents the course.

Principal Attractions. They chiefly lie in the charming surroundings, which may easily be explored. Numerous villas and gardens. Visit Sonsbeek and Oosterbeek. Take carriage to the Stone Table, Klarenbeek, and Rozendaal, returning by way of Bronbeek (now a military house of rest), and Velp.

Excursion to Nijmwegen (by rail or steamer, but the steamer is recommended), well worth a visit, and to Cleve (Hotels: Maywald; Robbers; Stirum), much frequented by Dutch families in summer. Innumerable walks. From Cleve, the railway goes on to Cologne (see page 77). From Arnhem you may also ascend the Rhine to Cologne, but this trip I do not recommend.
Fifth Route.

FROM ROZENDAAL TO ANTWERP AND BRUSSELS.

(State Railways: 50 miles to Brussels, in about two hours, by express.)

Soon after leaving Rozendaal (see page 12), we reach Eschen (Belgian custom-house), where we enter

BELGIUM.

(Compare: Hymans, „La Belgique Contemporaine”; Wouters, „La Belgique Ancienne et Moderne”; Busken Huet, „Het Land van Rubens”, partly translated into English by Vandam).

A kingdom of Central Europe, anciently inhabited by the Belgae (a Celtic-speaking German tribe), and part of the Gallia Belgica of the Romans.

In 1815 the country was joined to the Kingdom of the Netherlands. On October 4th, 1830 a National Congress proclaimed Belgium independent, and on June 4th, 1831 Prince Leopold of Saxe-Coburg was chosen hereditary king.

Belgium extends from the North Sea and the mouth of the Scheldt to the German frontier, and is bounded on the North by the Netherlands, and on the South by France. The Meuse and its tributary the Sambre divide it into two distinct regions, that in the West being generally level and fertile, whilst the tableland of the Ardennes, in the East, has for the most part a poor soil.

Belgium has an area of 11,373 square miles, about equal to the four counties of Hertford, Lancashire, York, and Lincoln; its great harbour and commercial entrepot is Antwerp.

On the South the French frontier extends 184 miles; on the North, the Dutch, 168 miles; on the East, Germany, 59 miles; Luxemburg, Grand Duchy, 80 miles; and on the West, a sea coast of 41 miles.

The "polders" near the coast, which are protected by dykes against floods, cover an area of 193 square miles.
The highest hill, Baraque Michel, rises to the height of 2,230 feet, but the mean elevation of the whole country does not exceed 536 feet. The principal rivers are the Scheldt (Escaut) and the Maas (Meuse). Brussels has a mean temperature of 50 F. (summer 63, winter 37).

The population of Belgium is over six millions (December 1890). It is consequently one of the most densely peopled countries of the world. It is divided into nine provinces, namely, Antwerp, Brabant, East and West Flanders, Hainaut, Liège, Limburg, Luxemburg, and Namur.

The population increases annually at the rate of 16 per cent (1880—86). Immigration and emigration nearly balance each other (1841—84 423,377 emigrants, 407,782 immigrants), and since 1870 there has been an excess of immigrants. There are 1,002 females to every 1,000 males; and annually 30 births and 25 deaths to every 1,000 inhabitants. French is the language of the upper classes, but Dutch is spoken by the majority, and preponderates in Flanders and Brabant, including Antwerp. Flemish is a misnomer for Dutch, there being no difference between the two. In 1880 45 per cent spoke Dutch, 40 per cent. French, 8 per cent both Dutch and French. Nearly all the inhabitants are at least nominally Roman Catholics, and in 1880 there existed 1,259 convents, inhabited by 4,027 monks, and 20,645 nuns. Education can hardly be said to be in a satisfactory condition, for in 1880 32 out of every hundred inhabitants of 15 years of age and upwards were unable to read; and of the recruits levied in 1887, 14 per cent were in a similar condition. There are four universities — Ghent, Liège, Brussels, and Louvain — with (1885) 5,658 students, besides a famous Academy of art at Antwerp, a Conservatoire of Music at Brussels, Ghent and Louvain, and numerous technical schools.

Belgium is essentially a manufacturing country, for, although agriculture is carried on with much industry, it is largely dependent upon foreign supplies for its food. The soil is divided (1889) among 1,169,406 proprietors. Of the total area, 58 per cent are under cultivation, 13 per cent consists of meadows and pastures, 17 per cent of forest. Rye, wheat, oats, potatoes, turnips, green crops, flax, and beetroot are the principal crops cultivated. In 1880
there were 271,974 horses, 1,382,815 cattle, 365,450 sheep, and 646,375 pigs.

The mineral kingdom yields coal (1886, 17,285,453 tons), iron, zinc, lead, and copper. The leading manufactures are firearms (Liège), machinery (Seraing), iron and steel, glass (Charleroi), woollens (Verviers) cottons and linen (Ghent), lace (Brussels, Melines and Bruges), hosiery (Tourmais), beetsugar (Hainaut), paper, beer. The exports, in addition to these manufactures, include also corn, butter, eggs, vegetables, coal, buildingstones, hides, tallow, and rabbits.


There are 2780 miles of telegraph open. Messages to Belgian stations, 50 centimes for ten words, ten centimes for every additional five words: to England, 1½ d. a word. Inland letters 5 and 10 centimes, under 15 grammes; to the United Kingdom, 25 centimes. The monetary system is the French: francs = 100 centimes each. Gold pieces of 20, 10, and 5 francs; silver pieces of 5, 2, 1, and ½ franc; nickel pieces of ten and five centimes. English sovereign worth at least 25 francs; French coins and bank-notes readily taken.

About 2800 miles of railway were open in 1887; they mostly belong to the State, which derives an income of nearly five millions from them.

Carriages are not so good as in Germany and Holland. On the other hand, railway travelling is cheaper in Belgium than anywhere else.

The following table shows the railway fares, by express and ordinary trains, throughout Belgium, according to the length of the journey in kilometres and in approximate English mileage. Return tickets, at a fare and a half. No free luggage is allowed, except hand-baggage to the amount of 55 lbs.
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FLEMISH SCHOOL OF PAINTING.

(Compare Wauters, "La Peinture Flamande", and Lord Ronald Gower's "Handbook to the Public and Private Galleries of Holland and Belgium.")

The early school was founded by the brothers Hubert and Jan van Eyck, who probably flourished about 1370 to 1445.

To this school belongs Memling. The great masters of the second epoch were Rubens (1577—1645), and Antonie van Dyck (1599—1640), preceded by the Breughels and by Quinten Matsys. Jordaens (1593—1678), Teniers the Younger (1610—90), and Snyders (1579—1657) were off-shoots of this epoch. Of Rubens Sir Joshua Reynolds testified as follows:

"It is only in large compositions that his powers seem to have room to expand themselves. They really increase in proportion to the size of the canvas on which they are to be displayed. His superiority is not seen in easel pictures, nor even in detached parts of his greater works, which are seldom eminently beautiful. It does not lie in an attitude, or in any peculiar expression, but in the general effect, in the genius which pervades and illuminates the whole.

"The works of Rubens have that peculiar property always attendant on genius, — to attract attention and enforce admiration in spite of all their faults. It is owing to this fascinating power that the performances of these painters with which he is surrounded, though they have, perhaps, fewer defects, yet appear spiritless, tame, and insipid; such as the alter-pieces of Crayer, Scutz, Segers, Huysum, Tyssens, Van Balen, and the rest. They are done by men whose hands, and indeed all their faculties, appear to have been cramped and confined; and it is evident that everything they did was the effect of great labour and pains. The productions of Rubens, on the contrary, seem to flow with a freedom and prodigality as if they cost him nothing: and to the general animation of the composition there is always a correspondent spirit in the execution of the work. The
striking brilliancy of his colours, and their lively opposition to each other; the flowing liberty and freedom of his outline; the animated pencil with which every object is touched, — all contribute to awaken and keep alive the attention of the spectator; awaken in him, in some measure, correspondent sensations, and make him feel a degree of that enthusiasm with which every painter was carried away.

"Rubens appears to have that confidence in himself which it is necessary for every artist to assume when he has finished his studies, and may venture in some measure to throw aside the fetters of authority; to consider the rules as subject to his control, and not himself subject to the rules; to risk and to dare extraordinary attempts without a guide, abandoning himself to his own sensations, and depending upon them. To this confidence must be imputed that originality of manner by which he may be truly said to have extended the limits of the art.

"After Rubens had made up his manner, he never looked out for himself for assistance; there is, consequently, very little in his works that appears to have been taken from other masters. If he has borrowed anything, he has had the address to change it and adapt it so well to the rest of his work that the theft is not discoverable.

"Besides the excellency of Rubens in these general powers, he possessed the true art of imitating. He saw the objects of nature with a painter's eye; he saw at once the predominant feature by which every object is known and distinguishèd; and as soon as seen, it was executed with a facility that is astonishing; Rubens was, perhaps, the greatest master in the mechanical part of the art, the best workman with his tools, that ever exercised a pencil.

"However, it must be acknowledged that he wanted many excellences which would have perfectly united with his style. Among those we may reckon beauty in his female characters; sometimes, indeed, they make approaches to it; they are healthy and comely women, but seldom, if ever, possess any degree of elegance; the
same may be said of his young men and children. His old men have that sort of dignity which a bushy beard will confer; but he never possessed a poetical conception of character.

"In his representations of the highest characters in the Christian or the fabulous world, instead of something above humanity, which might fill the idea that is conceived of such beings, the spectator finds little more than mere mortals, such as he meets with every day.

"The incorrectness of Rubens, in regard to his outline, oftener proceeds from haste and carelessness than from inability; there are in his great works, to which he seems to have paid more particular attention, naked figures as eminent for their drawing as for their colouring. He appears to have entertained a great abhorrence of the meagre, dry manner of his predecessors, the old German and Flemish painters; to avoid which, he kept his outline large and flowing; this, carried to an extreme, produced that heaviness which is so frequently found in his figures. Another defect of this great painter is his inattention to the foldings of his drapery, especially that of his women; it is scarcely ever cast with any choice or skill."

Belgium possesses a remarkable modern school of painters. De Keyser, Leys, and Gallait may be called the representative historical painters, Verboeckhoven, the animal painter, whilst famous Jan van Beers and Wiertz, who inspired him, have a genre quite apart.

WHAT TO SEE IN BELGIUM.

(Full particulars under the headings quoted).

Among the towns: Brussels, Antwerp, Bruges, Ghent, Ostend, and Blankenberghe, the two latter being watering-places. — Liege and Spa, for their charming surroundings. — Namur and Dinant (for the Meuse.) — Rochefort (for the Ardennes, which partly lie in Germany, partly in France and Luxemburg.)
We now arrive at:

23 m. **Antwerp**, in Dutch and German: **Antwerpen**, in French: **Anvers** (200,000 inhabitants, without the suburbs), one of the first seaports of Europe, and the second city of Belgium, lies on the right bank of the Scheldt, 60 m. from the sea, but still under its influence. The important harbour works and the removal of the old fortifications, replaced by General Brialmont's new forts, have made Antwerp a much more formidable military port than even Napoleon ever dreamt it. The tonnage of vessels entering has increased, from 250,000 tons in 1850, to 4,250,000 tons in 1888. Even the old docks could contain 2000 ships. Van Dyck, Snyders, Teniers, Jordaens, Leys, the novelist Hendrik Conscience, and Jan van Beers (the poet and the painter) were born here.

**Hotels:** *Grand Hotel; St. Antoine; de l'Europe; de la Paix; Grand Laboureur; des Flandres; du Commerce; Courrier; du Rhin; d'Angleterre.*

**Restaurants:** Roche de Cancale; Bertrand; Degive-Ledevier; Cheval de Bronze. Cafés: de l'Empereur; Suisse; Comptoir de la Bourse.

The most frequented hotels, restaurants, and cafés are either in the Place Verte or in the Place de Meir. Numerous beer saloons.

**Railway stations:** Gare de l'Est, for Brussels, etc; South station on the Quay; Ghent (direct) station, on the other side of the river.

Closed cabs (one-horse), 1 to 2½ francs, according to distance and time. After 10 p.m. the charge is higher. Open vehicles and two-horse carriages are dearer.

**Tramway runs in various directions.**

Steamers to Boom, Rupelmonde, and Temsche, all up the Scheldt; to Rotterdam, and other foreign ports.

**Theatres:** Royal (French performances, but only in winter); Schouwburg (Dutch plays); Variétés (French and Dutch farces, etc). The Palais Indien and the Scala are music-halls.

Music in the Park, Place Verte, Place St. Jean, etc. (inquire at your hotel).

**British Consul-General,** Place de Meir; **American Consul,** Chaussée de Malines.
English Church, Rue des Tanneurs.
Post-Office, Place Verte.

Principal Attractions. Church of Notre Dame (so-called Cathedral), built in 1352—1530, always accessible, in the afternoon by paying a fee. The beautiful interior, richly decorated, is 381 feet long and 130 feet high, divided into aisles by six rows of columns. The choir was built in 1352—1411. In the third transept hangs Rubens’ “Descent from the Cross”; over the high altar is his “Assumption of the Virgin”; in the second chapel, south of the choir, his “Resurrection”. Look at the stalls and Bishop’s-throne in the choir, by Professor Geerts of Louvain; mount the lofty tower (402 feet high), for a fine view around. At the foot of the tower, the old draw-well (restored in 1847), with an iron canopy by Quentin Matsys. Peal of nearly 100 bells. — *Church of St Jacques, with splendid decorations, alter-piece by Rubens (“Holy Family”), the “Last Judgment” by B. v. Orley, fine marble statue of the Virgin, by Duquesnoy, brought from Italy by Rubens, whose tomb, close by, is covered by a white marble slab. — Church of St Paul, formerly a Dominican church, with the “Adoration of Shepherds”, attributed to Rubens, the “Seven Works of Mercy”, a curious work by Teniers the Elder, the “Scourging of Christ” by Rubens, and the “Crucifixion”, by Jordaens. — *Museum in the suppressed convent of Récollets, with numerous splendid paintings of Rubens (14), Van Dyck (6), Durer, Teniers, and others. It is always open, but not always free. — In the Place, statue of Van Dyck by Cuyper. — Church of the Augustinians, with a fine alter-piece, by Rubens. — Town-hall in the Italian style (1581). — Bourse (new). — House of Rubens (52, Place de Meir), restored in 1864. He died in the Rue Rubens, No. 7. — Musée Plantin, with a wonderfully interesting collection of portraits, etc. etc. It was the printing-office of the celebrated Plantin family, purchased by Antwerp in 1876 for £48,000. Always open, except on Saturday. — Zoological Gardens, prettily laid out. — Visit the harbour works and the Quay on the Scheldt, constructed by Coiseau at the total cost
THE TOWN-HALL, BRUSSELS.
of £ 4,000,000. It is over two m. long, and affords moorage for thirty large steamers at a time.

**Sixth Route.**

**FROM ANTWERP TO BRUSSELS.**

(State Railway: 27 miles, in 55 minutes, by express).

The railway passes through fertile country, studded with gardens and villas, mostly belonging to the Antwerp burghers.

6 m. Contich, junction for Turnhout.

We cross the Louvain Canal and the Senne.

13 m. **Malines**, in Dutch **Mechelen** (45,000 inhabitants), junction for Louvain and Terneuzen, an ancient and picturesque town on the Dyle, birth-place of Count Mansfeld, the great Protestant leader, and of Dodonaeus the botanist. Malines was once famous for its lace, but its superiority is no longer apparent.

**Hotels:** Buda; de la Coupe; de Bess; Cheval d'or; de la Campine.

**Restaurant** "tarife" at the station.

**Principal Attractions.** Church of St. Rombold (Cathedral), with a choir of 4 bays (1451), and a nave of 6 bays (1437); carved pulpit, and stalls (very fine); alter-piece ("Crucifixion"), by Van Dyck, considered one of his masterpieces; tower (324 feet high); splendid chimes. — Museum of municipal curiosities. — Church of St. John, with famous alter-piece by Rubens ("The Adoration of the Magi"). also a small "Crucifixion" by the same. Rubens received 1800 florins for eight paintings! — Gothic Church of Notre Dame, with Rubens' "Miraculous Draught of Fishes", painted, it is said, in ten days for 1000 florins, for the Guild of Fishmongers. — Walk through the town, look at the Cloth Hall (1340), in the Grande Place, the Mont de Piété, restored in 1874, and the picturesque houses on the quay, particularly the Salm Inn.

20 m. **Eppeghem.** The Château of Steen, favourite residence of Rubens, and painted by him many times, lies close
by. Also Perck, where Teniers the Younger, who lived at Dry Toren farm, lies buried.

The approach of Brussels is heralded by many pretty cottages and villas along the canal of Willebroeck.

27 m. Brussels, in Dutch Brussel, in French Bruxelles (450,000 inhabitants, with the suburbs), the ancient capital of the Southern Netherlands, situated upon an undulating plain, where many a battle was fought, and Napoleon's fate was sealed. It is divided into an Upper and Lower Town; in the former are the palaces, the Park, and some of the finest streets; in the latter lie the commercial and popular quarters. Brussels is divided by a line, which forms the boundary between the French and Dutch provinces of Belgium. The people speak Dutch, the Upper Ten and the middle classes mostly French. At Brussels took place some of the most stirring events in the revolt against Spain (see Motley's "Rise"). In recent years Brussels has been much improved. It is now intersected by broad streets and fine boulevards, and has been likened to Paris, but it lacks Parisian life, and at ten p.m. Brussels is dead. Van Helmont, the alchemist, and the painters Van Orly and Philippe de Champaigne were born here.

Hotels: *de Bruxelles; de Suède; *Grand; Bellevue; Central; de l'Univers; de Saxe; de Hollande; *Mengelle; de la Poste; Rocher de Cancale; de Vienne; Grand Monarque; de l'Empereur. Pensions numerous and fair (apply to a good house agent.)

Restaurants: Frères Provençaux; Perrin; Dubost; Maison Dorée. Many of the hotels have either restaurants or cafés, or both. Plainer, though often very good, are the Tavernes, frequently beer-houses, where set dinners are provided at a popular price or à la carte. Some of the principal are: du Globe; de la Régence; Tortoni; Goldschmidt; Royale; Dubois; Puth. Among Belgian beers, "Louvain" is sweetish, "Lambicq" and "Faro" rather strong.

Cafés: Central; Mille Colonnes; Suisse; du Cercle. They are very numerous in the centre of the town.

English Churches: Rue Stassart; Rue Belliard; Rue Crespel.

British Legation, Rue de Spa; Consulate, Rue
d’Edimbourg. American Legation, Rue Belliard; Consulate, Place du Trône.

Theatres: de la Monnaie (Opera); Vaudeville (comedies, etc.); *Vlaamsche Schouwburg (Dutch plays); Du Parc; Eden (more in the music-hall style); Bourse. — Circus (Hippodrome). “Kermesse” (Fair) in July; the fêtes, in remembrance of the Revolution in 1830, commence the 23rd of September.

Concerts: at the Conservatoire, Alhambra, Palais de la Bourse, and Vauxhall Gardens (Park).

Tramway along the principal thoroughfares up to a late hour. Steam tramway to the Bois de Cambre, along the Chaussée de Wavre, and from the Porte de Namur to the Race-course at Boisfort; electric tramway from the Place Royale along Rue Belliard, and from the Rue Royale to the Place de l’Exposition.

Stations (connected by a loop-line): Nord, for trains to Germany and Holland; Midi, for those to France; Quartier Léopold, for those to the same destinations. — Post-office, Temple des Augustins.

Principal Attractions. Park, the favourite resort of the townfolk, laid out very tastefully. In one part are the Vauxhall Gardens (frequent concerts). — Royal Palace, facing the Park, containing some handsome rooms. — *Cathedral (Sainte Gudule), a noble Gothic edifice, nearly always accessible (with or without fees), except during divine service. The choir and transepts were finished in 1273, the nave in the 14th century, the towers in 1518. Note the beautiful painted glass windows, numerous monuments, and the magnificent pulpit by Verbruggen (1699), originally in the Jesuit church at Louvain. It is a plastic representation of Adam and Eve, driven from Paradise. — Royal *Museum (open daily, free), full of valuable paintings, especially rich in Dutch and Flemish masters. — *Palais de Justice (Law Courts), reputed to be the largest edifice of the 19th century, commenced in 1866, from designs by Pœlaert, and scarcely finished even now, although already costing over £2,000,000. 27 large and 245 smaller rooms, with 8 courtyards, surround the noble central hall and
dome. The whole covers an area of 55,000 sq. yards. This beats St. Peter at Rome, with its paltry 22,000 sq. yards. Fees are not refused by the attendants; it is a base calumny; try it! — **Town-hall**, a splendid monument of Netherlandish art. The outside is more imposing than the inside. Note the beautiful spire, 364 feet high, by Jan van Ruysbroeck (1448), and the figure of St. Michael on the top, 17 feet high; handsome tapestries inside. See the large hall on the first floor, where Egmont and Hoorn were condemned (1568), after a sham trial. The Great Square, where the town-hall stands, is one of the finest in the whole world, and alone worth going to Brussels for. Egmont and Hoorn were beheaded here, their butcher, Alva, calmly looking on from a top-window of the Broodhuis opposite. Observe the many quaint houses around. — Manneken-pis, a public fountain, so curiously indescribable that our own Murray shrinks from the task; go and see it, all the same, and don't blush, ladies! Manneken is a personage. He possesses his own flunkey, and eight different suits of clothing, but never, never, puts one on. — Palais d'Arenberg, containing a choice but small picture-gallery. — Place des Martyrs (monument to 300 martyrs of 1830). — Porte de Hal. — *Musée Wiertz*, once the property of a mad genius, now the property of the State, full of horrors and of marvels of art-jugglery. Not to be missed on any account, but do not attempt it after a heavy dinner; you would rue it. — Stroll along the fine *Boulevards*, only wanting people to make them perfect, along the Montagne de la Cour, and through the Gallerie de St. Hubert; these are fine, but not so fine as the Galleria at Milan. — See the "Bourse" whilst business is supposed to be "on". — Visit the Bois de Cambre on a Sunday afternoon (charming), and the Botanic Gardens.

**Excursion to Laeken** (by rail or tramway), a suburb of Brussels, with the Royal Palace, only visible when royalty is invisible. In this palace, built during 1782—1784, Napoleon decreed his mad war against Russia (1812), and King Leopold the First died (1865). Visit the monument
to his memory on a hill, nearly 200 feet high, with extensive views over Laeken, Brussels, and the surrounding country.

**Excursion to Waterloo.** The best way to do it is "en grand seigneur", in your own carriage (25 francs and higher). In that case, go straight to the château de Hougomon, 4 m. from Waterloo Church, and the most interesting spot of the whole battlefield. The next best way is to secure a seat or seats on the coach, which daily starts from Brussels at 10 a.m., calling at the principal hotels, and returning about five. Fare, 7 francs, and fees. The latter are plentiful as blackberries at Waterloo, whose battlefield keeps alive more people than it ever slew.

The cheapest way, and the worst, is to go by train to Braine (13 m. from the Gare du Midi), and on by omnibus to the famous Lion, by the museum. The whole thing has been woefully overdone, but tell it not in Gath. The guides would kill you; each of them has his own theory about the battle, and on going home you know as much about it as when you started. One may say Blücher did it, but this makes Murray and the British lion very angry. Read Victor Hugo's account in "Les Misérables", perhaps not up to date, but a marvel of descriptive French.

**Seventh Route.**

**FROM BRUSSELS TO OSTEND.**

(77 miles, in 2½ hours, by express).

State Railway (from the Gare du Nord), traversing a flat but unprofitable country. Numerous junctions, also at: 20 m. Alost, in Dutch Aalst (21,000 inhabitants), on the Dendre, a great hop-market (Hotels: de Flandre; Duc de Brabant).

**Principal Attractions.** Church of St. Martin (only the choir, transept, and part of the nave remaining), containing a famous painting by Rubens, ("The Plague at Alost"), said to have been painted in a week. — Fine Gothic Town-hall.
34 m. Ghent, in Dutch Gent, in French Gand (150,000 inhabitants), on the Scheldt and Lys, capital of East Flanders, once the most powerful city of the Southern Netherlands, which had 35,000 houses and could bring 80,000 men into the field. Jacob and Philip van Artevelde, famous popular leaders, were citizens of Ghent. So was Charles the Fifth, and it was owing to this circumstance that the Emperor did not, at the suggestion of Alva, destroy the city, when he captured it in 1539, and curtailed its franchises. Town full of historical souvenirs, and quaint houses, but less so than Bruges.

Hotels: *Royal; de Vienne; de la Poste; d'Allemagne; du Lion d'or.

Restaurants and Tavernes: St. Jean; Rocher de Cancale; Mottez; Bouard; du Théâtre.

Cafés: Royal; des Arcades.

Tramway through some of the leading streets.

Cabs, one franc the course; first hour, \(1\frac{1}{2}\) franc; each succeeding hour, one franc. Fares dearer after 11 p.m.

Theatres: French (in winter only); Flemish.

English church service in Rue Digue de Brabant and Place St Jacques.

British Consulate, Rue Fieve; American Consulate, Place Comte de Flandre.

Post-Office, Place d'Armes.

Principal Attractions. *Cathedral of St. Bavon (Sint Baafs in Dutch), a pointed Gothic edifice, founded in the 12th century, but completed at a later period. The interior is lined with black marble. 24 chapels. In the 10th, Hubert and Jan van Eyck's masterpiece ("Adoration of the Spotless Lamb"), both represented among 300 heads. The freshness of colouring after a lapse of 4 centuries is truly marvellous. Napoleon took the whole to Paris, but the central portions alone were returned. 6 of the most important wings are at Berlin (replaced here by copies), and two at Brussels. In the fourteenth chapel, a splendid painting by Rubens ("St. Bavon renouncing the military profession"); fine carvings (pulpit). — Belfry tower, 280 feet high, now a prison, for an allround view. It contains splendid chimes, and contained the famous bell, called the "Roland", which was taken down in 1539 by order
of the Emperor. The dragon on the top came from Constantinople, but was captured at Bruges. — The Townhall, where the Confederates signed the Pacification of Ghent (1576), has two façades, one flamboyant Gothic (1480—1487), the other in Italian Renaissance (1595—1628). — Béguinages (Nunneries). Grand Béguinage, for 700 women, founded in 1234, near Eecloo railway station. Sisters may best be seen in the church. They dress in black robes and white veils, but are not bound by any vow. Petit Béguinage, in the Rue des Violettes, has 300 inmates. There are over 4000 bégúines in Belgium. — Walk through the city, visiting the Vrydagmarkt ("Marché du Vendredi"), a large square, surrounded by old and picturesque houses, which has played an important part in the history of Ghent, also the Kouter, another square (music in the evening twice a week). — Church of St. Michael, with the (spoiled) "Crucifixion", by Van Dyck; fine pulpit in carved mahogany (1746). — Museum. The modern paintings are better, as a rule, than the old ones.

From Ghent there is a direct railway, through Waesland, to Antwerp.

The line to Ostend continues uninteresting.

62 m. Bruges, in Dutch Brugge, i. e. "Bridges" (50,000 inhabitants), the capital of West Flanders, at the junction of six canals, once the great emporium of Western Europe, when Ghent and Antwerp were still in their infancy; Bruges has kept its old Dutch character. It has over 50 bridges. Duke Philip the Good founded here, in 1430, the famous order of the Golden Fleece. Caxton, the printer, lived here for thirty years, but his "Recuyell," the first book printed in English, was probably done at Cologne.

Hotels: * du Commerce (recommended); de l'Univers; de Flandre; de Londres; de l'Ours; du Singe d'Or.

Restaurants, Cafés, and Tavernes: Foy; Taverne Allemande; Aigle d'or. German beer at Vogel's.

Cabs: 1 franc the course, 1½ franc the hour; each succeeding ½ hour, 75 centimes. Open carriages are somewhat dearer. — Post-Office, Rue de Cordoue.

Principal Attractions. Hospital of St. John, an ancient charitable institution, open daily, except on
Sundays, containing in the chapter-house a famous *painting by Memling, whose modern statue may be seen in the Place du Vieux Bourg. — Notre Dame ("Onze Lieve Vrouw"), an early Gothic church, dating from the 13th to the 15th century, with a modern spire, 390 feet high. The church (open always, with fees) contains many valuable pictures. Works of art: Notably "St. Catherine", by J. Van Oost; a triptych of the Virgin and child; the "Seven Sorrows of Mary"; a *statue of the Virgin and child, by Michael Angelo(?), a splendid work of priceless value, and the magnificent *tombs of Charles the Bold, Duke of Burgundy, and of Mary of Burgundy, his daughter. The tomb of the latter, with 36 richly enamelled coats of arms, executed in 1495 by Pieter de Beckere of Brussels, is by far the finest. The other was completed later by Jonghelinx. — *Cathédrale ("St. Sauveur"), a Gothic building of fine proportions (inside), containing numerous works of art, notably: monumental brasses near the baptistery; the "Last Supper", by Pourbus; "Virgin and St. Bernard"; "Jesus", by J. Van Oost; portrait of Philippe le Bel; "Martyrdom of St. Hippolytus", by D. Bouts (formerly attributed to Memling). Fine tomb brasses. — *Chapelle du Saint Sang, in 2 stories, originally dedicated to St. Basil, containing a "Descent from the Cross", triptych by David. The chapel belongs to the Gothic town-hall. — Palais de Justice (Law Courts), with beautifully carved chimney-piece in the council-chamber. — Les Halles, with picturesque belfry (16th century), the chimes in which are extremely curious and fine. — Museum, with several good paintings.

Excursion (by rail) to Blankenberghe (3000 inhabitants), a serious rival of Ostend, and much frequented for sea-bathing. Its Digue is the fashionable promenade. Further on lies Heyst, also a rising watering-place, but as yet much quieter.

77 m. Ostend, in Dutch and French Ostende (25,000 inhabitants), a fashionable watering-place, much frequented by Englishmen; formerly a fortress.

Hotels: Continental; de la Plage; de l'Océan; du Chalet Royal (also restaurant); Royal Belge; d'Ostende;
(also restaurant); du Littoral; de Prusse; Impérial; de la Digue; des Arcades (with taverne). All these are near or by the sea. Others: de Flandre; Mann; du Nord; du Boulevard; Fontaine; de Vienne; de l'Union; Mertian; de Suède (with restaurant); du Grand Café; de l'Empereur; du Lion d'Or; de Bavière; Marion; d'Allemagne; du Rhin; des Nations. Very few hotels at Ostend keep open all the year round. The pensions and furnished apartments are necessarily very numerous.

Restaurants: Kursaal, and most of the hotels along the sea-shore; Frères Provençaux; Taverne allemande. Cafés. Most of the restaurants are also cafés. Others: Broekart; Noppeney. Beer at the Cave de Munich.

Baths (from 7 a.m. to 7 p.m.), one franc each, which includes the use of a machine (there are 400 machines), during 40 minutes, of a bathing costume, and of two towels. A fee is expected besides.

Cabs: one franc the course; 1½ franc an hour; 2 francs 1½ hour, etc. Open carriages, "paniers", cost a little more. Donkeys, ½ franc an hour. Ponies, 1 franc.

Boats: 5 francs the hour (with two rowers or sailors); 6 francs for two hours.

Concerts: every day at the Kursaal, also in the Pavillon. Balls (3 times a week), at the Casino (town-hall) or Assembly Rooms, the subscription to which is 3 fr. a day, 18 fr. a week, and 35 fr. a month. — Newspapers at the Kursaal, and at the Société littéraire. — Post-Office, Rue des Soeurs Blanches.

Races: frequently during the season.

English Church, Rue Longue. — British Vice-Consul.

Principal Attractions. The 20,000 annual visitors form an everlasting attraction to themselves. They walk along the Digue, a sea-wall of 40 feet in height, and 35 yards broad, which stretches forth for two miles or more, listen to the music, take a bath, and then their meals — paying very dearly for these privileges — and... enjoy themselves.

Visit the Fish-market, when they sell the catch, the Parc Léopold, the harbour works, and
mount the Lighthouse. Blessing the sea takes place the 29th of June.

Eighth Route.

FROM BRUSSELS TO LIÈGE, VERVIERS, AND AIX-LA-CHAPELLE (COLOGNE).

(96 miles to Aix-la-Chapelle, in 3¾ hours, by express.)

State railway. Departure from the Gare du Nord. We traverse a fertile tract of country, past Dieghem, and Saventhem (with a fine Van Dyck in the church).

19 m. Louvain, in Dutch Leuven, in German Löwen (40,000 inhabitants), on the Dyle, formerly the capital of Brabant, and the residence of its princes, when it had a population of 150,000, now the capital of South Brabant. The University (1800 students) dates from 1426, and, in the 16th century, was considered the first in Europe.

Hotels: de Suede; du Nord; de la Cour de Mons; Nouveau Monde; de l'Industrie (the two latter are also restaurants). Try Louvain's own „Löwenbräu.”

Cafés: Renaissance; Mathieu.

Tramway from the station to the town-hall and Brussels Gate. Cabs, one franc the course.

Principal Attractions. *Town-hall, one of the finest Gothic buildings in the world (1448—1469), by de Leyens; 250 statues, sovereigns above, and celebrated Louvainburgers underneath. Museum inside. — Church of St Peter (1430), founded in 1040. The “Roodloft”, between the choir and the nave, is fine. Note the chandelier in wrought iron by Quentin Matsys, presumably a burgher of Louvain, Steurbout’s curious “Martyrdom of St. Erasmus”, and Van der Weyden’s “Deposition”. — Church of St Gertrude, with beautiful stalls, carved in oak.

The high table-land is reached at Vertryck.

30 m. Tirlemont, in Dutch Thienen (14,000 inhabitants), noted for its cloth factories. Near Esemael we pass the battlefields of Neerwinden (1693-1793).

38 m. Landen, birth-place of Pepin, ancestor of Charles the Great. Ramillies (victory of Marlborough) lies not far off.
Here we commence our descent into the valley. Fine view.

61 m. **Haut-Pré.**

63 m. **Liège,** in Dutch **Luik,** in German **Lüttich** (143,000 inhabitants), at the junction of the Ourthe with the Meuse, in a valley surrounded by hills. It is a manufacturing town (principally fire-arm factories — 180 — employing 20,000 persons), protected by nine outlying forts. Grétry, the composer, was a native of Liège (statue). The town lies in the centre of the Walloon districts of Belgium. Walter Scott describes it in "Quentin Durward."

**Hotels:** *d'Angleterre; de l'Europe; de Suède; Schiller; Charlemagne; Deux Fontaines; Mohren* (also beer-house); *de Flandre; de l'Univers.*

**Restaurants and Cafés:** *Bernay; Vénitien; Continental; de la Renaissance; Taverne anglaise; Taverne de Munich; Taverne de Strasbourg* (the three latter are principally beer saloons)

**Railway Stations.** There are five, the principal ones being the Guillemins and the Longdoz stations, the former for trains to Brussels and Cologne, the latter for trains to Namur and Paris. There is a junction line.

**Tramway from the above-named stations to the Place du Théâtre:** also to the suburbs and to Haut-Pré.

**Steam tramway to Jemeppe and Seraing.**

**Cabs:** per hour, 1½ franc, in a closed one-horse carriage; in an open one, 2 francs; ½ hour beyond, 75 centimes and 1.25 franc; per course, 1 franc and 1½ franc; to the Citadel or the Fort Chartreuse, 2 francs and 3 francs. After 11 p.m. this tariff is doubled.

**Steamers to Seraing and to the Cannon Foundry.**

**Post-Office.** Rue de l'Université — **British Vice-Consulate, Rue Louvres; American Consulate, Rue Davier.**

**Principal Attractions.** Palais de Justice, with Musée Archéologique, a fine building, formerly the palace of the Prince Bishop, built in 1533. The two inner courts should be seen. — **Church of St Paul (Cathedral), founded in 967 by Bishop Heraclius; curious pulpit; treasury. — Church of St Jacques (1513—28). — Square d'Avray, laid out as a public garden. — Ascend the road to the old Citadel, on Mont**
St. Walburg, for the sake of the view, which is also fine from the Fort Chartreuse, opposite. — Botanical Garden.

Excursion to Seraing (32,000 inhabitants) (rail or boat), famous by the establishment of the late John Cockerill (founded 1817, and now the property of a Company), perhaps the largest manufactory of machinery in the world (£2 millions' worth per annum). It is only shown by special permit, not easily obtainable. The railway runs through a pleasant and fertile country.

67 m. Chaudfontaine, on the Vesdre, a charming spot and a favourite resort of the good people of Liège. It owes its name to a hot spring, which rises in an island in the river (bridge). Numerous walks.

75 m. Pepinster, a manufacturing town in a valley, junction station for Spa (7000 inhabitants), distant 22 miles.

Excursion to Spa. Spa is prettily situated in a wooded valley, 1000 feet above the level of the sea. It dates from 1327, and rose to great popularity during the last forty years, principally owing to the attractions of roulette and trente et quarante, which were, however, suppressed in 1872, at least as a public entertainment. Gambling is, nevertheless, still going on. 15,000 to 20,000 visitors annually visit Spa, which has given its name to all watering-places in general.

Hotels: *des Etrangers; des Pays-Bas; d'Orange; de l'Europe; de York; Britannique; du Midi; de Flandre; Bellevue; des Bains; du Palais-Royal; de Portugal; de Cologne; de la Poste; Brighton. Many of these hotels are closed during the winter. Most of them are also restaurants and cafés. Lodgings are plentiful.

Restaurants: Casino, and at the principal springs.

Carriages. There are carriages with one horse, and with two horses. Some of the former have seats for three people, and charge accordingly. By the tariff, the Tour des Fontaines either costs 6, 8 or 10 francs, according to the class of carriage used. Inquire beforehand, and make a bargain. Donkeys and Ardennes horses (bidets), 5 francs an hour; every subsequent hour, 2 francs.

Visitors' tax. People visiting the Casino, the
Winter Garden, and the Park pay the following tax, which entitles them to admission tickets, thus:

1 person, 18 francs
2 persons, 27 francs available for 15 days.
3 persons, 32 francs
1 person, 50 francs
2 persons, 75 francs available for the whole season.
3 persons, 90 francs

Day tickets, admitting to the Casino, the Park, and the Pouhon building, cost 1½ franc; to the two latter only, 50 centimes (each).

Post-Office, Rue Neuve.

English Church, Boulevard des Anglais.

Principal Attractions. The principal attractions lie in the charming walks in and around Spa. Visit the Bath House, the Pouhon, with its winter garden, the Casino, the Park, the fashionable Promenade des Sept Heures, where the visitors do congregate, especially when sweet music is being dispensed (every afternoon and evening). The picturesque ravines, turned into promenades (chiefly named after artists), lie to the South East and South. The mineral waters of Spa are cold chalybeate, used both internally and externally for nervous and liver diseases. There are seven principal springs, the Géronstère and the Sauvenière (on high ground) being surrounded by park-like grounds. Peter the Great drank the Pouhon waters in 1717. The Spa railway goes on to Luxemburg, by Stavelot and Mersch.

78 m. Verviers (42,000 inhabitants), on the Vesdre, with some 60 cloth-mills. The luggage of travellers entering Belgium from Germany is examined here.

Our train runs through numerous tunnels, and crosses the valley of the Vesdre on a viaduct of 21 arches, finally reaching the German frontier at 86 m. Herbesthal, where hand-luggage only is examined, the larger trunks, etc., if registered through, being searched at Aix-la-Chapelle or Cologne (for a description of Germany, see page 68).

We cross the valley of the Göhl, on a bridge of 17 arches
(2 tiers, 125 feet high), and pass through two tunnels, one of which is 2220 feet long, and descend to 97 m. **Aix-la-Chapelle**, in German **Aachen**, in Dutch **Aken** (116,000 inhabitants), a very ancient town, the Aquisgranum of the Romans, who already knew and appreciated the value of its mineral springs, which annually attract some 20,000 visitors. Charlemagne is said to have been born here, but he certainly died at Aix-la-Chapelle in 814.

**Hotels:** *Grand Monarque; Nuellens; Neubad Kaiserbad* (all four belonging to the same proprietor); Freise; d'Aix; Splendid; de l'Empereur; Hoyer's Union du Nord; Kaiserhof. **Restaurants** in most of them.

**Cabs:** per course, 1 person, 60 Pfennige; one person more, 20 Pfennige. Heavy luggage extra. **Tramway.**

**Post-Office, Jakobstrasse — English Consulate. — English Church, Annastrasse.**

**Principal Attractions.** Gothic Town-hall, built in 1353—1376, on the site of Charlemagne's palace, and partly destroyed in 1883 by a fire. See Rethel's frescoes of *scenes in Charlemagne's history, in the Kaisersaal. — *Münster* (Cathedral), dating from Charlemagne (796—804), with a huge dome, supported by eight massive pillars; the upper pillars are from Ravenna, Rome, and Treves. In this church, originally a chapel, 37 emperors of Germany were crowned to 1531. The stone in the middle is supposed to indicate Charlemagne's tomb. Above it, note a brass lamp, given to Aix-la-Chapelle by the emperor Frederic Barbarossa. You are shown (for a fee) the curious marble emperor's chair, in which the emperor Otto the Third found the remains of Charlemagne in the year 1000; the old sarcophagus in which Frederic Barbarossa had them placed, and the rich treasury. — **Suermontd Museum**, with notable paintings (open three days a week, and on Sundays). — **University**, with small museum, containing an aerolite, said to weigh 7000 lbs. — The mineral springs (sulphureous) are hot; the upper ones are hottest (up to 136°). They rise at Aix-la-Chapelle itself, or in the immediate neighbourhood. The Emperor's Spring is the principal one; its water is exported. The water is very
efficacious in diseases of the skin, gout, and rheumatism. The season coincides with the summer months. Over 60 doctors. Many charming excursions in the neighbourhood of Aix-la-Chapelle, especially to the Aachener Wald.

We traverse an industrial and an industrious part of Germany, after crossing the valley of the Wurm on a long viaduct. Past Stolberg and Düren we reach 141 m. Cologne (described on page 77).

Ninth Route.

FROM BRUSSELS TO LUXEMBURG (by Namur) AND TO BALE.

(363 miles, in about 12 hours, by express.)

Belgian State Railway and Alsace-Lorraine State Railways. Departure from the Gare du Nord and the Quartier Leopold Station). At 15 m. Ottignies, we reach an ondulating country, perhaps the most fertile of Belgium.

24 m. Gembloux, an important junction. Several blue rock cuttings, through which we emerge into the beautiful valley of the Sambre. Strikingly charming view of 37 m. Namur, in Dutch Namen (30,000 inhabitants), the picturesquely situated capital of the Namur province, at the junction of the Meuse and the Sambre. It is famous in history for its sieges, but now better known by its cutlery, and as a centre of “touristic” attraction.

1) There is a connection with part of this route, via Flushing and Cologne. From Cologne, there is a rapid service, via Neustadt, Weissenburg, and Strassburg to Bâle, and vice versa. On both the Luxemburg and the Weissenburg route, there is sleeping accommodation in the night trains.
Hotels: Harscamp; de Hollande; de Flandre; Couronne; Rocher de Cancale. — Restaurants at all of them, and at the station.

Principal Attractions. Archaeological Museum (highly interesting). — Convent of the Soeurs de Notre Dame, with a valuable collection of church plate. — Citadel (not accessible without a special permit). Fine, extensive view from the heights behind it.

The Meuse above Namur is very picturesque. Take the coach to

Dinant (6500 inhabitants). (Hotels: des Postes; Tête d'or; des Ardennes), daily in three hours; or the steamer, in summer, or, better still, walk—a delightful ramble. Dinant is the birth-place of the painter Wiertz. From there, the trip may be continued to Givet (5100 inh.) (Hotel: Mont d'Haur), also on the Meuse, but already in France; or a carriage may be procured to Han (see below)

We cross the Meuse on a bridge of three timber arches, enjoy a splendid “Rückblick,” and begin to traverse the Forest of the Ardennes in a rugged country. At 67 m. Marlors, the junction for Liège, we descend to 70 m. Jemelle, the station for

Rochefort, distant 2½ m., in the heart of the Ardennes, and once its capital (2500 inhabitants). (Hotels: Byron; de l'Etoile.) Rochefort, with the ruins of an old castle on a height, lies in a romantic neighbourhood, abounding with excursions. The principal one is to the famous grotto at Han-sur-Lesse, by omnibus, on foot, or in a private carriage (from Rochefort, 10 francs). A single person has to pay 7 francs for admission, 2 or more persons, 5 francs each. There are, besides, numerous extortions, under one pretext or another. They manage these things much better at Adelsberg, in Austria, where the caverns are, moreover, considerably finer; but Han will answer for the average tourist, “doing” the Ardennes “for a song”. Here is the description meeneer Busken Huet gives of the grotto in his “Land of Rubens” (Mr. Vandam's translation):

“A capital way to see the cave of Han would be to come to an understanding with M. Armand Dandoy, the photographer at Namur, when he takes his negatives o
the cave by electric light. Another capital way would be to choose an ordinary day of the week, and to arrange with the guide to begin at the end. Only the issue of the cave is really interesting. An idea of the rest could only be gathered by the application of the electric light.

"The Hungarian novelist who took a note of the anecdote about a certain bottle of blacking, and published that anecdote to the world at large, rendered a service to society.

"A band of travelling musicians are kicking their heels in the hall of a country noble, who has graciously allowed them to exhibit their skill before him. The poor players, dusty and footsore, are parched with thirst, and on a sideboard, in a corner of the hall, stands an uncorked Burgundy bottle. No domestic is nigh. Encouraged by the nods of his band, the leader puts the bottle to his lips, and takes a long draught. The liquid has a horrible after-taste, and almost burns his throat; but too proud to confess his mistake, he imperturbably hands the bottle to his sub-leader. He also drinks, and bears up proudly. They all drink, they all suffer, and fall sick; but none betrays his sufferings. When the bottle is empty, the last drinker replaces it on the sideboard, with a grimly humorous remark.

"The Wiertz Museum in Brussels, and the cave of Han are visited by many who do not care to tell others of their disappointment. The cave's fame is under great obligations to the bottle of blacking. The omnibus takes an hour from Jemelle to Rochefort, from Rochefort to Han another half-hour. Then comes a trot of another three-quarters of an hour across a stony plain in the scorching sun. We are at the entrance of the cave, as attested by a dozen urchins and lassies with smoking paraffin lamps, and the guide with an equally smoking naphtha torch. The gentlemen tuck up their trousers, and turn their coats inside out. The bonnets and hats of the ladies disappear beneath handkerchiefs, and but for the darkness, part of their attire which is generally not exposed to public view would be visible. Along a break-neck path of slippery stones, that rock in the mud beneath one's weight, you stagger on farther and farther into obscurity.
"The most remarkable features are rapt in smoke by the naphtha torches. Whenever the guide announces in a loud voice that this formation of "dripstone" is "Pluto's Seat", that the other is "Proserpine's boudoir", the third the "Frogs' Gallery", you feel inclined to double the man's fee, on condition of his holding his tongue, and hurrying on. The curse of the whole consists, however, in the fact that it is no use doing so. You cannot retreat, advance you can but slowly. The cave holds you a prisoner for four mortal hours. A steep slope betwixt two rows of slimy stalactites to the right and left, and a vault of dripping ones over your head.

"Nevertheless the exit is magnificent. At last one gets into a vault, the maze of which really encloses the whole of the cave. The "Salle du Dôme" is loftier and more immense than all the others. Its walls and roof are, as it were, hung with bunches of stalactites, that remind one of descriptions of the beards of river-gods, matted with loam.

"Other bunches crown the alters and columns, springing fantastically from the ground. On both sides, rocky walls, in whose cavities at their feet fancy conjures up another St. Anthony, tortured by evil spirits. It would surprise no one to behold a legion of bats with witches, riding aloft on the tails of fishes. Hints to the architect are manifold. Here he might learn how nature supports arches by other arches, how she clothes wall and column with linings of stone, how she utilises shapes from the plant-world in the ornamentation of architecture.

"A piece of water, as black as Styx, tells us that our pilgrimage is at an end. The darkness becomes more dense still. Charon's boat lies moored to the bank. Oarsmen invite you in. A cannon-shot that awakens every echo in the place warns the belated to make haste. The foolhardy dwellers on earth who dared to undertake a voyage to the realm of the dead are slowly rocked back to the inhabited world. The horizon shows a narrow strip of light, pale as that of the moon. The strip grows into a disc. The black water assumes the tint of liquid steel. Still we glide onward, night changes into dawn, dawn becomes rosy morning, morning full daylight, and
at last we are basking in the sun. One more stroke of the oars, and we are moored beneath the low, wide arch of the landing-place."

There are other curious caverns in the neighbourhood, all accessible for five-franc pieces, but this exchange tires one at last, and one becomes satiated with cavernous money-tills.

The Ardennes. Most people have no idea of the extent of this forestland, which actually measures 160 m. in its greatest length, and covers a considerable portion of Belgium, France, Luxemburg, and Rhenish Prussia. It may be skimmed from Liège, Spa, Namur, Dinant, Givet, and Luxemburg, but to explore it in its wild, curious, and really most interesting parts, it is necessary to leave the beaten tracks, and penetrate into the remoter regions. Lovers of wild scenery, splendid forests, and quaint people; lovers of the picturesque, who do not mind "roughing" it; lovers of angling and hunting will find the Ardennes a delicious terra incognita.

73 m. Forrières. The scenery remains fine.

83 m. Poix, whence a tramway leads to St. Hubert (2550 inhabitants), the birth-place of the patron-saint of sportsmen, to whose memory King Leopold the First erected an alter-tomb at the abbey of Andain, where he lies buried.

91 m. Libramont.

126 m. Bettingen, the Luxemburg custom-house station.

137 m. Luxemburg (17,000 inhabitants). (Hotels: Brasseur; de l'Europe; Luxemburg; de Cologne. Restaurants: Faber, Auburtin. Cafés: Italien; Metzler), the capital of the grand duchy of the same name, formerly a strong fortress, but dismantled in 1867, the fortifications being converted into public gardens. It is divided into the upper town, situated on a rocky plateau, and the lower town, principally the busy centre of an industrious population. Apart from its fine situation and historical souvenirs, there is not much to interest the tourist at Luxemburg. It is an important junction. Rail to Treves (Trier) and Spa (p. 53).

Treves (40,000 inhabitants) is 32 miles distant (Hotels: Stadt Trier; Rothes Haus), and lies beautifully on the Moselle, which may be navigated by steamer to Coblenz, a fine trip, or the railway thither may be used.
Treves is wonderfully interesting (Cathedral, Roman Baths, probably connected with the Emperors’ Palace, and Amphitheatre, outside the Weber Gate; Basilica, Porta Nigra, a large Roman gateway of sandstone, Market Place, with cross, etc) and should be visited. Treves is supposed to be the oldest German city. Certainly its Cathedral dates from 550. Under this vast structure lie the archbishops and electors of Treves. In it are preserved the reputed famous seam- less robe of Jesus, a nail from the Cross, and a fragment of his crown of thorns. The former garment, presented to the town in the fourth century by the empress Helena, has been shown to the Faithful only upon rare occasions. When recently (1891) exhibited, it drew an enormous concourse of pilgrims. It is supposed to work miracles and to cure disease.

We cross the German frontier at Bettemburg, and run on to

158 m. Diedenhoven, in French Thionville (8000 inhabitants), on the Moselle, now a German fortress (ceded by France, after the capitulation of November 1870). (Hotels: Lefèvre; St. Hubert).

We traverse a flattish country, by the Moselle (left bank), perceiving the French frontier on yonder hills to our right, and skirt the battlefields of 1870 as we enter

179 m. Metz (55,000 inhabitants), once the capital of Austrasia, and now the principal town of German Lorraine, on the Moselle. Metz was ceded to Germany by the Treaty of Frankfort, after Bazaine’s memorable capitulation, in October 1870, and is now one of the strongest fortresses in the world, requiring a “peace” garrison of some 20,000 men. French is generally spoken.

Hotels: Grand Hôtel; de Metz; de l’Europe; de Paris; Dannhofer; Luxembourg; du Nord.

Restaurants: Moitrier; also in the above hotels. Café on the Esplanade, with fine view all round. Tramway to all the gates; also to Montigny, Longeville, and Moulins.

Principal Attractions. There is a fine Gothic Cathedral (14th century), with a tower, 387 feet high,
beautiful coloured glass by Bousch of Strassburg, and remnants of monuments, spared by the French Revolution. There are, besides, some curious gates, especially the Porte des Allemands, but the interest at Metz of course chiefly centres in the battlefields of 1870, which are vastly worthier of inspection than played-out Waterloo. The best way to inspect those battlefields is to take the train to Novéant, and walk to Gorze, Vionville, Rézonville, Gravelotte, and St. Hubert; returning by Vernéville, St. Marie-aux-Chênes, St. Privat, and Amanvillers, which is again a railway station, but this involves a walk of some eight or ten hours. It is, however, a highly interesting, if sad, ramble. Do not undertake it without a local study of a remarkable campaign, and without a good map, although the attendants at the various points readily give every information, and proudly do so, as they mostly took part in the bloody encounters, during one of which (Gravelotte) 8000 men were killed in a few minutes. No wonder the country is strewn with tombs, burial places, and monuments! The inspection can be more luxuriously made in a private carriage, for which some forty francs will be charged. From the Fort Prinz Friedrich Karl (permit necessary) a splendid view of the battlefields and of Metz is obtainable.

From Metz, the railways radiate in every direction. It lies on the direct route from Paris to Frankfort. The latter railway, running from the well-known watering-place of Kreuznach, passes by Saarbrücken, near which lies the battle-ground of Spicheren, where the Germans gained one of their early victories in the great campaign of 1870.

The railway from Metz to Strassburg passes through a hilly country, made famous by the war of 1870, past Peltre and Courcelles. At 189 m. Remilly, the line to Saarbrücken branches off. 234 m. Saarburg (3000 inhabitants), an old walled town, on the right bank of the Saar, formerly upon the boundary-line of the French and German languages. Saarburg is the junction station for Nancy and Paris (via Avricourt).

We now penetrate into the Vosges Mountains (numerous
tunnels, one 3034 yards long), and traverse a beautiful country. We pass through a tunnel under the castle of

241 m. Lützelburg, a small but charmingly situated village.

There is a branch line from here to Pfalzburg, once a strong fortress, but taken by the Germans in 1870, and dismantled afterwards. It is the birthplace of the novelist Erckmann, who made it famous (with Chatrian) in "Le Conscript de 1813".

247 m. Zabern, in French Saverne (6700 inhabitants), on the Rhine and Marne Canal and the river Zorn, the ancient Tabernae, once the seat of the bishops of Strassburg, whose castle (in red sandstone), now used as a barrack, is a conspicuous object. Junction for Schlettstadt.

The line now traverses a well cultivated and flat country, the plain of Alsace.

275 m. Strassburg, in French Strasbourg, in Dutch Straatsburg (124,000 inhabitants), the capital of Alsace and German Lorraine, on the Ill, the Rhine at Kehl being distant about one hour, and accessible to navigation by the Rhine and Marne Canal. Strassburg, the ancient Argentoratum, and formerly one of the most powerful and wealthy of German imperial free cities, was treacherously taken by the French in 1681, but restored to the Germans by the Treaty of Frankfort in 1871, after a memorable siege, which commenced in August, and ended late in September 1870 by an honourable capitulation. The bombardment destroyed the Citadel and did an immense amount of damage, but its traces have been almost obliterated. The fortifications have been much extended and rendered more formidable after 1871, and Strassburg now is, strategically, one of the most important towns of Europe. Kleber was a native of Strassburg.

Hotels: *Ville de Paris; *National (at the station); d'Angleterre; Rothes Haus; Europäischer Hof; de France; Wien; Rebstock; Geist; Blume.

Restaurants and Cafés: du Globe; de Broglie; de la Mésange; de la Lanterne; Valentin; Dolimaetsch. Also numerous beer-houses (Strassburg beer is good). Restaurant at the station.

Tramways run in different directions.

Cabs: for a course, within the town limits, 2 persons, 75 Pfennige; 4 persons, 90 Pfennige; $\frac{1}{2}$ hour, 2 persons,
one Mark; 4 persons, 1.20 Mark; 1 hour, 2 persons, 1.60 Mark; 4 persons, 1.90 Mark. The coachman each time expects a gratuity. The evening tariff is higher, and the night tariff higher again. An ordinary cab to the Rhine bridge, for two persons, costs 1.20 Mark; for 4 persons, 1.50 Mark.

Steam Tramway to Kehl and other places in the neighbourhood. — Post-Office, Schlossplatz.

Theatre (open in winter only), 6 times a week. French operettes in the Casino and at the Eden (in summer); military music in the Broglie (Tuesday and Friday afternoon).

Principal Attractions. A ramble or drive is the best way to get a general impression of the place. View the Broglie, a popular square, the Kleberplatz (with the statue of that famous general), and the Gutenberg-platz (with David's statue of the so-called discoverer of block-printing who, however, lived and worked at Strasbourg). — Give a couple of hours, at least, to the Cathedral (closed from twelve till two), one of the most magnificent Gothic edifices in existence, founded by Clovis in 496, but rebuilt in 1015—1439. Both inside (a nave of grand proportions) and outside (especially the western front by Erwin von Steinbach and his children), there is much to be seen and admired. The tower, with a splendid outlook, is 468 feet high, and rests upon piers, 80 feet in circumference. Note the numerous monuments in the interior, the painted glass windows, the pulpit (carved in stone), which dates from 1486, and, last but not least, the world-famed clock in the South transept, a mathematical wonder, constructed originally by Dasipodius (1571), and reconstructed by Schwilgue (1842). The best time to see it work is the hour of noon, for then the cock on the turret flaps his wings and crows, whilst the twelve apostles, in the upper recess, come forth and bow to Christ. At other times you may see an angel strike the quarters, and Death the full hours. Near by is a fine single pillar, with beautiful ornaments, and a romanesque doorway of handsome proportions. The Cathedral, fortunately, did not suffer so much during the last bombardment.
as one might have expected. — Church of St. Thomas, founded by Bishop Adeloch (830), with his tomb, and a magnificent marble monument of Marshal Saxe by Pigalle, who worked 25 years on it; we owe this masterpiece to Louis the Fifteenth. The famous marshal is seen descending into his grave, whilst France (a charming figure) is endeavouring to keep him back, and to stay Death—University founded in 1566, specially endowed in 1621 — when it rose to great fame — and suppressed by the French Revolution. In 1872, by the wish of the late emperor William, it was reopened with important privileges. It possesses a rich library (550,000 volumes). Goethe, who lived in the Fischmarkt, no 80 (tablet), studied and won his degree at this University (1772).

Walk or drive to Kehl (5,000 inhabitants), where there is a splendid view from the bridge of boats over the Rhine. Close by is the iron lattice railway bridge, carrying the line to Baden-Baden (5 spans on four piers). Like Kehl itself, it was destroyed in the war of 1870, but soon restored.

The railway from Strassburg to Bâle offers little that is remarkable. It cuts through a low-lying country, running parallel to the distant Rhine, and to the “blue Alsatian mountains”, famed in song.

302 m. Schlettstadt (10,000 inhabitants), on the Ill, a fortress, formerly a free city, where the glazing of earthenware was discovered. It capitulated the 24th of October 1870, after a short bombardment, and is now a German town.

317 m. Colmar (28,000 inhabitants), the ancient Columbaria, and afterwards a free city. Ceded to Germany after the war of 1870. It has an interesting Cathedral and an old Dominican convent, now turned into a museum, with a remarkable collection of old German paintings. Rapp was a native of Colmar.

343 m. Mühlhausen, in French Mühlhouse (80,000 inhabitants), the centre of an important industrial district, which France lost in 1871, after the war. Mühlhausen is noted for its calicoes and muslins.

Hotels: Central; du Nord; Wagner.
Restaurants and Cafés: Federmann; Moll; also at the railway station, and in the hotels.
Tramway through the town and to Ensisheim. Cabs: one hour, 1.60 Mark.

There is nothing remarkable at Mühlhausen. It forms an important junction for the line to Belfort, the French fortress, which sustained such a formidable siege in 1870, and to Troyes (Paris).

360 m. St. Ludwig, the German frontier station, where passports, and the luggage of travellers coming from Switzerland, are examined.

363 m. Bâle, Central station (see Route 14).

Tenth Route.

FROM FLUSHING TO COLOGNE (VIA VENLO AND DÜSSELDORF).

Netherland State and Prussian State Railways.

(179 miles: in 6½ h., by express).

The line, as far as Rozendaal, has been described in the First Route.

Arrived at Rozendaal, we soon reach

63 m. Breda (18,000 inhabitants) (Hotels: De Kroon, De Zwaan. Restaurant at the station and in the marketplace), once a fortress, on the rivers Merk and Aa, with an interesting Protestant Church (formerly a Cathedral), in which there is a fine monument to Count Engelbert the Second of Nassau and his wife. Breda has a great historic interest. Charles the Second of England resided here, and issued his declaration in 1660. Peace of Breda (1667), between England, France, Denmark, and Holland.

77 m. Tilburg (30,000 inhabitants), a thriving town, and the seat of numerous and large cloth and calico factories. The international train does not stop here.

A railway runs from Tilburg to Nijmegen, past Bois-le Duc, with a Cathedral (St. John), begun in 1300, and considered the finest ecclesiastical edifice of Holland.

87 m. Boxtel (4,500 inhabitants), junction for Utrecht and Wesel, via Goch.
100 m. **Eindhoven** (3,400 inhabitants), in a flourishing and pretty district. Eindhoven is the junction for Liège, but the international train does not halt here, nor at

108 m. **Helmond** (7,500 inhabitants), one of the centres of the margarine trade. A visit to one of the largest factories is highly recommended to those able to spare the time.

We traverse an extensive peat bog, and cross the Maas on an iron bridge, before reaching

124 m. **Venlo** (9,000 inhabitants), the Dutch frontier town, and once a fortress considered worth having (ten times taken and retaken), but now — since 1868 — an open and rather sleepy town. Luggage from Germany is only examined here if registered for Holland, but not otherwise.

126 m. **Kaldenkirchen**, an important junction and the first place in Prussia. The international train stops here for some time. The luggage is overhauled by the custom-house officials, and the buffet by the travellers. The latter operation is the best of the two.

As we have now entered Germany, a brief description of this great country will not be considered a *quantité négligeable* by the average tourist.

**GERMANY**

(Compare: S. Baring—Gould, "Germany, Past and Present"; Whitman, "Imperial Germany" (which gives a very good insight into various problems and circumstances, not otherwise easily understood); Green, "Pictures from the German Fatherland"; "Story of the Nations": "Germany"; Mahaffy and Rogers, "Sketches from a tour through Holland and Germany"; Dumas’ "Impressions", which, although very amusing, are of course entirely out of date).

This large empire of Central Europe, situate in lat. 47° 18'—55° 52' N. and long. 5° 50'—22° 50' E., comprises the following 25 states, and a Reichsland: —
<table>
<thead>
<tr>
<th>Country</th>
<th>sq miles</th>
<th>pop. 1885</th>
<th>Inc. 1880-5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prussia</td>
<td>136,073</td>
<td>28,318,470</td>
<td>3.7</td>
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<tr>
<td>Bavaria</td>
<td>29,632</td>
<td>5,420,199</td>
<td>2.5</td>
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<td>Wurtemberg</td>
<td>7,619</td>
<td>1,995,185</td>
<td>1.2</td>
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<td>Baden</td>
<td>5,891</td>
<td>1,601,255</td>
<td>1.9</td>
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<tr>
<td>Saxony</td>
<td>5,856</td>
<td>3,182,003</td>
<td>6.8</td>
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<tr>
<td>Mecklenburg-Schwerin</td>
<td>5,197</td>
<td>575,152 dec.</td>
<td>0.3</td>
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<tr>
<td>Hesse</td>
<td>3,000</td>
<td>956,611</td>
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<tr>
<td>Oldenburg</td>
<td>2,508</td>
<td>341,525</td>
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<td>Brunswick</td>
<td>1,441</td>
<td>372,452</td>
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<td>Saxe-Weimar</td>
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<td>Saxe-Meiningen</td>
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<td>Anhalt</td>
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<td>Saxe-Coburg and Gotha</td>
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<td>517</td>
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<tr>
<td>Lippe</td>
<td>475</td>
<td>123,212</td>
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<td>Schwarzburg-Sondershausen</td>
<td>337</td>
<td>73,606</td>
<td>3.4</td>
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<td>Reuss (younger line)</td>
<td>323</td>
<td>110,598</td>
<td>8.7</td>
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<tr>
<td>Schaumburg-Lippe</td>
<td>133</td>
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<td>Reuss (elder line)</td>
<td>123</td>
<td>55,904</td>
<td>9.6</td>
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<tr>
<td>Hamburg</td>
<td>160</td>
<td>518,620</td>
<td>13.3</td>
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<tr>
<td>Lübeck</td>
<td>116</td>
<td>67,658</td>
<td>6.2</td>
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<tr>
<td>Bremen</td>
<td>100</td>
<td>165,628</td>
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<td>Alsace-Lorraine</td>
<td>5,668</td>
<td>1,564,355 dec.</td>
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</table>

Total German Empire 211,168 46,855,704 3.5

The Empire, according to the Constitution of the 16th. of April, 1871, is confederate, under the presidency of the King of Prussia, who bears the hereditary title of German Emperor. He has the right and the duty of representing the Empire for all purposes of international law, of declaring war, making peace and treaties, etc. He is the commander-in-chief of the whole army and navy, in peace as well as in war, except the military forces of Bavaria and Wurtemberg, which form (but in peace time only) separate corps under the command of their respective kings.
He names and dismisses the officers and functionaries of the Empire. His edicts, made in the name of the Empire, must be countersigned by the Chancellor, who, as the first minister of the Empire, is by his signature responsible for them. The third factor of Government is the Bundesrath, formed of delegates of the confederated governments, and the Reichstag, or legislative parliament, consisting of one deputy to about every hundred thousand inhabitants of the Empire.

The departments especially belonging to the legislation, administration, or control of the Empire and its government are all matters connected with the army, navy, post, and telegraphy, passports, emigration, colonisation, political laws of the citizens, the whole civil law, coinage, banking, commerce, navigation, the railways, etc. The bills, promulgated by the Bundesrath and the Reichstag in accordance, and sanctioned by the Emperor, are compulsory on all governments of the Empire, and annul eo ipso all possible regulations contradictory to them in the different states.

According to religious confessions there were (1885) 29,369,847 Protestants (62.7 per cent), 16,785,734 Catholics (35.8 per cent), and 563,172 Jews (1.2 per cent).

German is spoken by the bulk of the inhabitants, but there reside within the limits of the Empire over 3,240,000 persons of other nationalities, viz. 2,500,000 Poles and 150,000 Lithuanians in the eastern parts of Prussia; 120,000 Wends in Lusatia; 50,000 Czechians on the Bohemian frontier; 140,000 Danes in Schleswig, and 280,000 Wallones and French to the West of the Rhine. On the other hand, about 13,500,000 Germans live in Austria-Hungary, Switzerland, and Russia.

Education. — There are 22 universities in the Empire, with 2,437 professors and teachers, attended by 29,444 matriculated students. Education is general and compulsory.

Germany is becoming more and more a manufacturing country. In 1883 43 per cent of the population were supported by agriculture, 36 per cent by mining and industries, 10 per cent by commerce and transportation. Of the total area in 1883 48.7 per cent are cultivated, 20.3 per cent consist of meadows and pastures, 25.7 per cent are covered
with forest. The agriculture produce no longer suffices to support the population. The produce of the mines was valued in 1888 at £24,735,350, in 1889 £27,700,000, and included 67,341,337 tons of coal, 17,551,411 tons of lignite, 11,001,042 tons of iron ore (including 3,170,618 tons in Luxembourg), 1,741,114 tons of mineral salts, besides copper, lead, zinc, silver, &c. The lower Rhine (Crefeld, Elberfeld-Barmen), Alsace (Mühlhausen), Saxony (Chemnitz), Westphalia, and Silesia are the great centres of the textile industries. The mercantile marine in 1889 consisted of 3,594 vessels, with a tonnage of 1,320,721, manned by 37,857 men; of these 815 were steamers, with a tonnage of 617,911.

The total length of the railways in the Empire in 1889 extended to 25,625 miles, of which three-fourths belong to the State. At the end of 1887 the length of the telegraph lines was 51,148 miles. In 1889 there were 20,656 post-offices, with over 100,000 employees, and 2,322,312,438 letters, &c. were conveyed in 1887.

The entire Empire is now included in the Customs' League, or "Zollverein", to which also the Grand Duchy of Luxemburg belongs; till 1888 the Hanse towns of Hamburg and Bremen were free ports, and possessed some special privileges. A large portion of the trade with England is still carried on through Holland and Belgium, and does not appear in the German returns.

The National Debt in 1889 was £64,000,000. The funds created from the French war indemnity for the building of the Reichstag, for fortifications, invalids, and war purposes amounted in 1889 to £31,428,200.

The German army on the peace footing consists of 20,250 officers and 486,983 men, with 93,650 horses and 1,914 guns (October 1st, 1890). On the war footing the total strength amounts to 35,427 officers and 1,456,677 men, with 321,731 horses and 2,808 guns.

The Imperial navy in 1890, exclusive of torpedo boats, consisted of 78 steam and sailing vessels, with 533 guns, including 27 ironclads, mounting 165 guns, 28 cruisers, with 17,860 men.

Income and exp., budget 1890—91, £64,026,800; total imports (Zollverein) in 1889 £200,753,600; total exports (Zollverein) in 1889 £158,332,750; imports from the

Railways are called "Eisenbahnen". They are well managed upon the whole, the second-class carriages being as good as the first-class in England. The third-class carriages, on the other hand, are not so good as with us. On many lines a fourth class is to be found. There are lavatories, ladies' compartments, and carriages for non-smokers. Smoking is the rule, and may even be indulged in where it ought not to be allowed, provided nobody object. In winter the carriages are heated, often to excess. On some of the State lines, there are sleeping cars for second-class passengers. Express trains (Schnellzüge) have been much accelerated of late, particularly on the main lines, and especially between Berlin and Hamburg. The German railway companies and the various State railways belong to an Association, of which the leading State railways and private companies of neighbouring countries also form part. Circular tickets and self-selected tours upon the systems of this Association, or Verein, are materially cheaper than ordinary, or even return-tickets, although the latter are sold at a reduction. Free luggage will soon be a thing of the past everywhere.

Money. — The Imperial monetary system for all Germany, introduced in December, 1871, is as follows: 1 Mark = 100 Pfennige = 1s. English. Gold coins of 20, 10, 5 Marks, respectively, £1, 10s., and 5s. English. Silver coins of 5, 3, 2, and 1 Mark pieces, and 50 and 20 Pfennige pieces, respectively, 5s., 3s., 2s. 6d., and 2½ d. English. Nickel coins of 10 and 5 Pfennige pieces, respectively, 1½ d. and ½ d. English. Bronze coins of 2 and 1 Pfennige pieces = farthing and eighth of a penny English. Bank-notes of 5, 20, 50, 100, 500, and 1000 Marks. Sovereigns usually pass for 20 Marks, and sometimes bankers and innkeepers give even a little more. The old Thaler is still legal tender for 3 Marks. Napoleons are usually accepted at the rate of 16 Marks.

Liter or Mass = 1\(\frac{3}{4}\) English pints. Kilometer = 1,093 yards. Quadrat or square Kilometer = 247 acres. 22.5th. square Kilometers = 1 square mile. German mile = 8,096 yards, or 4\(\frac{2}{3}\) English miles. Railway distances in Germany and Austria are now measured by the Kilometer of 1,093 yards, or five-eighths of an English mile.

The German Post is excellent, and offers many advantages, not obtainable in England. Germany belongs to the Postal Union. A single letter (15 Gramm) to the United Kingdom costs 20 Pfennige. Of telegraphs there are about 51,000 miles open for traffic. Telegrams to the United Kingdom cost 15 Pfennige a word, with a minimum of 80 Pf.

**GERMAN ART.**

The finest art-galleries of Germany will be found at Berlin, Dresden, Munich, Cassel, Darmstadt, and Frankfort, but good pictures abound also in some of the larger provincial towns.

Among the earlier German masters are William of Cologne, "Meister Stephan", the unknown author of the Lyvesberg Passion, Schongauer, and Zeitblom, but the first German painters with an international name are Holbein, the Elder and the Younger, whose most valued pictures will be found at Augsburg, Munich, Frankfort, and Bâle. Then come Albrecht Dürer and Lucas Cranach the Elder. The modern German school of painting has come prominently before the world on many occasions. Kaulbach, Cornelius, and the landscape painters (Achenbach, Schirmer, etc.) have a fame not only in Germany. (Compare p. 75).

**WHAT TO SEE IN GERMANY.**

(Full particulars under the headings quoted).

Of the towns: Cologne, Treves, Frankfort-o.-M., Heidelberg, Stuttgart, Strassburg, Munich, Nuremburg, Dresden, Berlin, Hamburg. — Among the rivers, the Rhine (between Bonn and Mayence),
the Moselle, the Danube (in Bavaria), and the Elbe (at Hamburg, and between Aussig and Dresden), are the most picturesque. The northern parts of Germany are, as a rule, flat. They offer little apart from the towns, and the coasts, with their special attractions, that is to say the watering-places. Of these I would only mention a few: Rügen, Kiel, Heligoland (still a German watering-place to all intents and purposes), and Norderney. As we proceed southward, the country becomes more mountainous, and the greatest heights of Germany are to be found on the confines of Switzerland and Austria. Of course most tourists look to mountains and woods for picturesqueness. The two combined he will find in Thuringia, the Harz Mountains, 3740 feet high at the Brocken, the Bavarian Forest (around Bayreuth), Saxon Switzerland, between Dresden and Bohemia, the Bohemian Forest, the Erz and the Giant Mountains (Riesengebirge), the former to the West of Bohemia, the latter between Bohemia and Silesia, reaching an altitude of nearly 5,000 feet in the Schweckoppe. Finally, there are the Black Forest, in Baden, and the Vosges Mountains in Alsace. The principal ones among these districts are briefly noticed in our handbook, but the best plan, in making a more extended tour, is to consult a local guide. This, of course, presupposes a certain knowledge of German, which, however, in remote regions, is as necessary as bread and cheese are.

We will now continue our route to Cologne.

138 m. Kempen (4,600 inhabitants), formerly a fortress, and now an important junction of railways. The lines from Holland (via Zevenaar and Venlo) join here. Kempen is the birth-place of Thomas à Kempis (1380).

145 m. Crefeld (105,000 inhabitants) (Hotels: Beltz; Herfs. Restaurant: Enzler. Music at the Stadhalle and in the Zoological gardens), in a vast manufacturing district (silk and velvet) — £3,000,000 per annum. The international train goes to Duisburg, for Oberhausen, but we shall take it later on, and now proceed to

157 m. Neuss (21,000 inhabitants) (Hotel: Rheinisher Hof), a very ancient town, mentioned by Tacitus
as lying close to the Rhine, but now some distance from it. See the fine Cologne gate ("Drusus-Thor"), and the interesting Church of St Quirinus (1208), showing the transition from the round to the pointed style of architecture.

From Neuss a short line brings you to

**Düsseldorf**, in Dutch **Dusseldorp** (145,000 inhabitants, including the garrison), on the right bank of the Rhine, formerly the capital of the Duchy of Berg and a fortress, but now an open and very pleasant town, a favourite residence of artists, who have even founded a school of painting of their own. Düsseldorf is so called from the river Düssel, which here flows into the Rhine. The painter Cornelius and Heine, the "Sänger von Gottesgnaden", were born at Düsseldorf, where Immermann died. The Düsseldorf school of painting was founded by Cornelius (statue), Schadow, and Bendemann.

**Hotels**: Römischer Kaiser; Kölnischer Hof; *Breidenbach; Thüngen; Europäischer Hof; Ruegenberg; Petzold; Post; Heck. — *Restaurants* in most of the above hotels, in the stations of the railways to Cologne, and at Kupper's; Seulen's; Kaisergarten. — **Cafés**: Geisler; Neuhaus. Beer flows at various places in town and in the Eiskellerberg, whose very name suggests the popular liquid.

**Concerts** at the Tonhalle, a much frequented resort, with garden, etc.

**Tramway** in various directions. Cabs cost 60 Pfennige the course, for two persons, and 25 Pfennige, for each person more.

**Railway stations**. There are three at Düsseldorf, one each for the railways to Cologne, Elberfeld, and Essen. (Bergisch-Märkische line).

**Post-Office**, Kasernenstrasse.

**British Consulate**; American Consulate.

**English Church service**, Bergerstrasse.

**Principal Attractions**. Schloss, built by the elector Palatine, and partly burnt down. — Hofgarten. — Academy, with a remarkable collection (1400) of drawings by old masters (Raphael, Michael
Angelo, Titian, etc. — Kunsthalle, with many choice paintings of the Düsseldorf School.

After a ride of 22 miles, we arrive, crossing the Rhine on a fine railway bridge (see below), at the central station of 179 m. Cologne, in German Köln, in Dutch Keulen (260,000 inhabitants, including the garrison), a fortress of the first class, and an important commercial and industrial centre of Germany.

Cologne is very ancient, and was known to the Romans, first as Oppidum Ubiorum, and subsequently as Colonia Agrippina, after Agrippina, the daughter of Germanicus, who was born here. Trajan, Vitellius, and Silvanus were proclaimed emperors at Cologne. Traces of the Roman possession of Cologne are still numerous (e. g. the tower in the Apernstrasse). In 508 Clovis was here proclaimed king of the Franks. In the Middle Ages, when Cologne was one of the most important emporiums of the Hansa, she often passed as the Rome of the North. She possessed many privileges, even in foreign parts (London). 80,000 looms were at work, when the Jews were expelled (1350), and the imperial free city was then able to furnish 30,000 warriors. Afterwards came a period of sad decay, culminating in the French invasion. The Dutch closed the Rhine, and this nearly ruined Cologne. The closure was, however, removed in 1837, and the town slowly recovered its former position. But its true regeneration came after the war of 1870, when the old fortifications were demolished, and replaced by eight detached forts in a wide circle around. This afforded an opportunity for necessary expansion, which was not neglected. New streets and splendid boulevards were made, and the population rose rapidly. The Cologne of to-day is no longer the Cologne of olden times, and the satire of Coleridge who wrote:

The river Rhine, it is well known,  
Doth wash your city of Cologne;  
But tell me, nymphs, what power divine  
Shall henceforth wash the river Rhine?

has lost its point altogether. Nor is anyone able nowadays to count the two-and-seventy stenches, all well defined, and the several stinks, which poisoned his nostrils at Cologne. He would be surprised indeed could he make
odorous comparisons. The only well defined stench, around the Dom anyhow, is that of the would-be Eau de Cologne, a mysterious water, said to have been invented in 1709 by an ingenious Italian from the neighbourhood of Domo d'Ossola, named Farina, but that is disputed. Anyway, numerous Farinæ have sprung up during the last 50 years, and some thirty appear to be at work in and about Cologne, all of course manufacturing the only genuine water. It almost looks as if all the Farinacious citizens of "la bella Italia" had moved northward, and people have been known to be baptised Farina, merely to enable them to compete with the older Farinæ. All this does not take away the fact that there is good Eau de Cologne to be had. Only, when you ask for the genuine Farina, see that you get it. Maria de Medici died at Cologne in the Sterngasse, when her "stern" had sunk lowest. Caxton lived here, at least tried to do it, and Rubens was an early citizen of Cologne.

**Hotels:** *du Nord (near the bridge); *Disch; Mainz; Victoria; *de Hollande (nearest to the Rhine steamers); Ernst; Weber: Dom; St. Paul; de Paris; Museum; Laacher Hof; Continental.

**Restaurants and Wine shops:** Bettger; Mosler; Berzdorf; Henser; Gürzenich; Altdeutsche Weinstube; Deiss. Also at the hotels, at the railway stations, in the Flora, and at the Zoological Gardens (Thiergarten). — Cafés: Fewele; Mosler; Wiener; Reichard; du Dome; Palant; Fischer. Beer at the Elsass Tavern; Alt-Köln; Kaerz; Schatto.

**Theatres:** Stadttheater (daily, but only in the winter months); Sommertheater (near the Flora).

**Music.** The classical concerts at the Gürzenich (ten, in winter) are world-renowned. The "Männergesangverein" of Cologne is also favourably known. In summer, there are frequent concerts at the Flora, the Zoological Garden, the Kaisergarten, the Edengarten, etc.

**Tramways** in various directions, indicated by boards, etc.

**Cabs.** The tariff is as follows (calculated in Pfennige).
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This tariff is doubled after ten p.m. A fee to the driver is called optional, but you are invariably abused if you "forget cabby". Only hand-luggage is carried gratis. Heavy luggage, one package 25 Pfennige; 2, 35 Pfennige; 3, 50 Pfennige, etc.

Steamers. Up and down the Rhine; also locally, to the Flora, etc, and Marienburg. Some of the steamers up the Rhine to Mayence are very fine. The so-called saloon steamers on the American plan: Deutscher Kaiser, Wilhelm Kaiser und König, Humboldt, Friede, Hansa, and Niederwald, belong to the United Companies of Cologne and Düsseldorf. They halt at only a few stations, charge express fares, and offer every accommodation on board, also good dinners and wines, at a fair price. The holders of circular and self-selected tickets on the railways (1st and 2nd class) are entitled to travel 1st class on these steamers.

Central Railway Station (now in course of reconstruction), for most trains.

Post-Office, Glockengasse; Telegraph, Cäcilienstrasse.

English Church, Bischofsgartenstrasse. — British Consulate, Rheinaustrasse. — American Consulate.

Principal Attractions. First saunter through the town, and have a good look at the Dom. Then move on the bridge over the Rhine, the first permanent Rhine bridge ever built. It was completed in 1859, and consists of a double iron tube suspended on three piers, 313 feet apart, each span being of 344 feet.

It serves to carry road and railway traffic both, and leads to Deutz, also connected with Cologne by a
bridge of boats. Formerly, all trains had to stop at Deutz (which is still the station for certain lines), and travellers were compelled to cross the river by the bridge of boats, whilst frequently all communication was interrupted. You will notice from the bridge how strong the current is. Indeed, in winter, it is often terrific, when the river rises after copious rains or snow in the mountains. — Your inspection finished, hire an open carriage, and drive through the town to the outer boulevard (Ringstrasse). It is very fine. All the houses are built in a different style, and many are imitations of old dwellings, which gives the broad thoroughfare a very quaint and picturesque appearance. — Afterwards, take the small steamer for the Flora and the Zoological Gardens. The former is admirably arranged, and the latter has some interesting features. Dine here at either place, whilst the musicians give you an idea of their powers, and watch the crowd, attracted by them, and the fine weather. — The second day by all means go to the **Dom, but early, as they close the doors at noon. Tickets, obtainable of the beadle ("Dom-Schweizer), 1.50 Mark each, admit to the Treasury, the choir, the chapels, and the Dombild. Pay one Mark more to go up the towers (the twin spires, the loftiest in Europe, are 512 feet high); the view will repay you. No guide required.

This magnificent cathedral, although begun in 1248 (by an unknown master), was never completed until 1880. For 300 years it remained in a half-finished and altogether discreditable condition. It was King Frederick William the Third who rescued the Dom. He and his successor did much to restore and complete the building, which, from 1842 till 1880, cost upwards of eighteen million Marks. The beautiful southern portal cost £100,000. The principal modern architects were Ahlert, Zwirner, and Voigtel. The western façade, flanked by the two towers and the grand portal underneath, is superb. There are 4 aisles and 56 vast columns in the interior. The body of the church measures 512 feet in length, and 231 feet in width. Hope says: "The choir has double aisles, is 161 feet high, and, internally,
from its size, height, and disposition of pillars, arches, chapels, and beautifully coloured windows, resembles a splendid vision. Externally, its double range of stupendous flying buttresses, and intervening piers, bristling with a forest of puffed pinnacles, strike the beholder with awe and astonishment. This is at once the most regular and the most stupendous Gothic monument existing”. See the splendid stained windows (14th century), the chapel of the Three Kings of Cologne, the chapel of St. Agnes, with its Dombild, a very ancient painting in distemper, the Treasury (Schatzkammer), with the shrine of the Three Kings in wrought silver, still covered with numberless gems, said to be worth £250,000, although many of the original ones were lost, stolen, or sold. The names of the Kings, written on their skulls (originally taken to Constantinople by the empress Helena, and brought from Milan by Barbarossa), are in rubies. Notice also the many monuments, the choir stalls, and hear the Kaiserglocke, the Big Ben of Cologne, on high. It weighs 500 Centners (30 tons), and was made in 1874 from French captured cannon. Walk round the upper gallery (inside), to get the view. The heart of Marie de Medici is buried in the Cathedral. — Archbishop’s Museum, close to the Cathedral. Mediæval art and antiquities. — Church of St. Cunibert (1248). — Church of St. Ursula (12th to 15th century), filled with the bones of St. Ursula’s companions, the 11,000 virgins, killed by the Huns, because they declined to be naughty. They are all on show in glass cases for those that pay. Professor Owen did pay, and was rewarded by the discovery that many of the bones were those of lower animals! Other unbelievers actually say there never were 11,000 virgins. Undecimmlinia (11,000), they maintain, was merely the name of one lady attendant of Ursula. This is awful! — Church of the Jesuits, with the staff of St. Francis Xavier, and the rosary of Loyola. — St. Gereon’s Church, dedicated to 318 martyrs of the Theban legion, and lined with the bones of 6,000 of this gallant brigade, slain here or elsewhere, is interesting as a very ancient edifice. In-
deed, its origin was Roman. The nave dates from 1212, the choir (and the crypt underneath) from 1066—1069. — St. Pantaleon, also very old (670). — Church of the Apostles (1020—1035; rebuilt in the 13th century). It has a double transept. — St. Martin is a fine specimen of restored Romanesque. — St. Maria-im-Capitol, on the site of the old Roman capitol, stands upon a height. It was built (in 700) by Charles Martel’s mother, but this is probably an old mother’s tale, as the edifice presumably dates from about 1000, and is in the early Romanesque style. Externally it resembles the Apostle’s Church, internally a Greek temple. There are paintings, frescoes, and stained glass windows. — Town-hall, erected at different periods. The fine marble porch dates from 1571. In the Han-sasaal (restored) the meetings of the Hanseatic League were held. — Museum (Gothic), built at Mr. Richartz’s expense, and stocked with the paintings bequeathed to Cologne by munificent Herr Wallraf (open every day, but only free on Sunday). Here are remarkable ancient paintings of the German school, some notable modern paintings, and antiquities (Roman and Teutonic).

Eleventh Route.

FROM COLOGNE TO FRANKFORT-ON-MAIN.

(137 miles in 4½ h., by express).

Prussian State Railway (Rhenish Left Bank). Departure from the Central Station, now in course of reconstruction. There is also a Rhine Railway on the right bank of the river, following its course, and with a branch to Giessen (Route 11). Return-tickets, issued on the left bank, are available on the right bank, and vice versa. We will journey on the left bank, which affords the finest views. For steamers, see page 79.

First of all we travel through a plain of corn-fields, away from the Rhine, past Brühl, with an old Schloss, belonging to the Emperor, and Roisdorf, with its mineral waters.

20 m. Bonn (40,000 inhabitants), the seat of a famous University, at which Prince Bismarck studied; founded in 1818. The railway station is some distance away from
the Rhine, which should be borne in mind by those who want to travel by rail to Bonn, and catch the steamer there.

Hotels: Royal; Goldner Stern; Bellevue; Kley; Rheineck. Many boarding-houses and furnished villas, Bonn being a favourite residence of English families.

Restaurants: Perrin; Voss (oysters); Hamburger; Kaiserhalle; Breuer; Clouth. Wine at some of these establishments, and beer at most.

Cabs: per course, for 1—2 persons, 60 Pfennige; 3 persons, 85 Pfennige; ½ h., 50 Pfennige. To Godesberg, 2½—3½ Marks, according to the carriage used, and the number of persons conveyed.

Principal Attractions. University (800 students), in the old Electoral Palace, a quarter of a mile long, built in 1730, but the electors of Cologne resided here, off and on, from 1273. It contains lecture-rooms, the Academical Hall (frescoes by pupils of Cornelius), a library of 200,000 books, a museum of Rhenish antiquities (very interesting), and reading-rooms, to which readers may gain admittance by applying for an order. — The Münster is a fine church, surmounted by five towers. The cloisters are superb. The edifice is supposed to have been built by Constantine’s mother, Helena, but dates probably from the 10th-12th century. Her bronze statue is quite modern. — Beethoven’s house, No. 20 Bonngasse. He was born here, but died in Vienna (fine statue in the Münsterplatz). — Museum of Natural history in the Schloss Poppelsdorf, at the end of a beautiful double avenue of chestnuts. — Churchyard, with the graves of Niebuhr, the historian (monument by Rauch), A. W. Schlegel, and Robert Schumann. — Hofgarten, with a river terrace, called “der alte Zoll”; beautiful view on the Seven Mountains.

We pass, on our right, the village of Kessenich, with the Rosenburg above, and, upon our left, the ornamented Gothic cross erected, more than 5 centuries ago, by an archbishop of Juliers. It is more than 30 feet high.

24 m. Godesberg (3,500 inhabitants), a village picturesquely situated, and much frequented in the summer months by the wealthy merchants of Cologne, and other places,
who have their villas here. The old castle on yonder hill can be reached in $\frac{1}{2}$ hour's easy walking from the station. The cylindrical donjon (100 feet high) affords a splendid view over the whole neighbourhood. The castle, built by the archbishop Dietrich I of Heinsberg, now belongs to the Emperor. Many excursions. Mineral spring. Baths (1 Mark each). Hotels: Blinzler (recommended); Adler.

26 m. Mehlem, the ferry station for Königswinter (3,000 inhabitants). (Hotels: Berlin; Europäischer Hof; Düsseldorfer Hof; Rieffel; Kölner Hof; Rhein), which is the usual "point de départ" for tours into the Seven Mountains, so named because there are more than seven. The highest peaks (Drachenfels, Wolkenburg, Petersberg, Nonnenstromberg, Lohrberg, Löwenburg, Grosser-Ölberg), form a picturesque volcanic group, 1000 to 1500 feet high, about 5 miles square, covered with forest and ruins. The most conspicuous and famous is "The castled crag of Drachenfels" that

"Frowns oe'r the wide and winding Rhine".

The Dragon Rock, with the ruins of a castle, which was destroyed in the Thirty Years' war, has abrupt precipices towards the river, and a magnificent view, easily obtainable by the completion of the mountain railway from Königswinter. Ever since that completion, carriages, horses, and donkeys up Drachenfels are at a discount. A horse or donkey to either Heisterbach, Petersberg, Löwenburg, or Ölberg, costs about three Marks; a boat to Rolandseck and back, about five Marks; a carriage (1 horse) to Drachenfels 4; to Margarethenhof 4½; to Heisterbach, 3½; there and back, 5; to Löwenburg, 6; there and back, 7.50; to Hon nef, a much frequented summer resort, 1.75 Mark. Near Mehlem is the Roderberg, an extinct volcano.

28½ m. Rolandseck (also a steamboat station) (Hotels: Roland; Rolandseck; Billan; Decker. — Restaurant at the railway station (with a splendid panorama).

Rolandseck is a bold rock, 340 feet high, projecting over the Rhine, and crowned by a modern tower, which marks the site of a castle, a robbers' stronghold in olden times, but now only a stronghold of the Rhinelanders over against the tourists, who give up their money voluntarily to them, in
exchange for the sweetest of all Rhine scenery. Rolands-
eck derives its name from Roland, Charlemagne's nephew,
who here kept watch over Nonnenwerth island yonder,
in the middle of the swift Rhine. The island contained at
that time a nunnery, and the nunnery contained a nun, who
was Roland's bride. Hence the watching. Unfortunately,
she did not know it, poor thing! She fancied he had been
slain in battle. The idea was worked out by a certain
Schiller, in a ballad, not wholly unknown perhaps: "Ritter
Toggenburg". In 1850 the Ursuline nunnery, founded in
1122, was turned into a girls' school. *Sic transit!* You
may visit it from Rolandseck or from Königswinter, if
you are under the protection of a lady, or of ladies. The
introduction of single gentlemen is high treason.

33 m. **Remagen** (3,500 inhabitants) (**H o t e l s :  R h e i n ;
Fürstenberg; Monjan; König von Preussen. — **R e s t a u-
**r a n t s : Horstmann; Cramer. — **C a b s** (1 horse), 75 Pfennige;
2 horses, 1.25 Mark. **C a r r i a g e s** (1 horse) to Rolandseck,
4 Marks; there and back, 7 Marks; to the Appolinarisberg,
1.25 Mark; to the Lake of Laach, and back, 14.50; to
Andernach, 7 Marks), the ancient Rigomagus, with an in-
teresting gateway. Walk up the Victoriaberg, for the
view, and visit the *Appolinarisberg*, for the beautiful
Gothic church, designed in 1839 by Zwirner, who helped
to complete the Dom at Cologne. It is decorated internally
with frescoes that are among the finest in Germany. Close
by the foot of the hill are the ancient Apollinaris springs,
which yield the well-known mineral water.

Remagen lies at the entrance of the beautiful Ahr-
thal, called Rhenish Switzerland, and now accessible by
rail to Ahrweiler and Altenahr, both among picturesque
scenery. It is famous for its wines (Arthaler, etc.)
A pleasant day's excursion may also be made to the
Lake and Abbey of Laach, through the beau-
tiful valley of Brohl.

This deep blue lake (1,300 acres) is nearly circular,
and is supposed to fill the crater of an extinct volcano.
Remnants of scoriæ, ashes, and pumice stone are cer-
tainly found on its banks. It lies about 650 feet above
the level of the Rhine, is fed by natural springs, and
has an artificial outlet, 1 m. long, made by the monks
of the Benedictine convent close by. This convent at one time was in the possession of the Jesuits. The church is picturesquely built. Laach Abbey dates from 1093.

Higher up the valley lies Neuenahr (1,800 inhabitants), a rising watering-place, consisting of two villages, Beul and Wadenheim, at the foot of a high basaltic rock, with the unavoidable ruins and restaurant. Mineral springs (warm) were discovered here 30 years ago; the water, used for pulmonary complaints, and disorders of the liver and bladder, resembles that of Ems and Vichy. Hotels: Kurhaus (with baths); Heimes; Victoria; Traube; de Hollande. — Cafés: Bellevue; Berg Neuenahr. Visitors (about 3,000 a year) have to pay a Kurtaxe, 15 Marks first class, and ten Marks second class, but two persons of the same family only pay 5 and 3 Marks each. English Church service at the Kurhaus. Music at the Trinkhalle, etc.

At a distance of 1 m. from Neuenahr lies Ahrweiler (4,000 inhabitants. Hotels: Krone; Stern), in pretty surroundings. It has old walls, pierced by four gates. Walks to neighbouring heights are numerous, and so are the wines grown on them. Go and see the ruins of the castle of Altenahr (on a hill), and the village of Altenahr (Hotels: Caspari; Rheinischer Hof), in the valley beneath. From here, a steady walker may have a pleasant ramble to the Abbey of Laach.

Opposite Remagen you see the Erpeler Ley, a basaltic rock, in whose clefts the vines grow in baskets.

35½ m. Sinzig (2,500 inhabitants), the Roman Sentiacum, with an interesting church. Linz, on the other side of the Rhine (ferry), also has a parish church worth visiting. Near by are the curious basalt quarries of the Minderberg, in which the basalt has a columnar form like that at Staffa, and in the Giant's Causeway. We pass under the castle of Rheineck, an ancient watch-tower, 65 feet high, to which was added a modern residence in 1832.

41 m. Brohl, a station for excursions into the Brohl valley, notable for its tuff-stone mills, and to the Lake of Laach (see above).

46 m. Andernach (5,000 inhabitants. Hotels: Glocke; Hackenbruch; Rheinischer Hof; Dheis; Schäfer), the
ancient Antonacum, and still famous for its millstones, which were already known to the Romans and appreciated by them. Andernach has an ancient parish church, with four towers, and a picturesque gate (Coblenzerthor), near which are the extensive ruins of the old palace of the archbishops of Cologne (15th century), destroyed by the French in 1688. The volcanic trass found at Andernach is used in the dykes of Holland.

Between Andernach and Coblenz the Rhine flows through flat country, after passing through a narrow defile. On the right bank lies the town of Neuwied (10,000 inhabitants), connected with the railway station on the left bank by a steam ferry and flying bridge. (Hotels: Wilder Mann; Goldener Anker; Zur Brüdergemeinde; Crämer; Hommer. All have restaurants). Neuwied, once the capital of the mediatised earldom of Wied, is a pleasant little town, with important factories. The principal attractions are the Schloss of the Princes, near the Rhine, which formerly contained an interesting collection of Roman antiquities — since fallen a victim to the Almighty Dollar — and a Moravian colony, with extensive establishments, church, schools, and workshops. Many Englishmen and Americans here. Fine view from Mon Repos, a chateau with large garden, visible from the railway, which leaves the river. On the right lies Weissenthurm (so-called from the white watch-tower), erected by an elector of Treves. The obelisk is in honour of General Hoche, who here crossed the Rhine in 1797, despite the Austrians.

56½ m. Coblenz (50,000 inhabitants, including Ehrenbreitstein and the garrison), in a charming situation, at the junction of the Rhine and the Moselle; hence, Coblenz (the Roman Confluentes). It is the capital of Rhenish Prussia, a free port, and a strongly fortified town, really a camp, capable of holding a 100,000 armed men. During the Franco-German war 10,000 French prisoners were kept here. There are three railway stations at Coblenz: the Rhenish station, for trains on the left bank of the Rhine and for Ehrenbreitstein; the Moselle station, for stations along the Moselle and the Lahn lines; and the Rhenish station (right bank) in Ehrenbreitstein, for trains to Deutz (Cologne), etc.
Hotels: *Riese; Bellevue; Anker; *Traube; Victoria; Berliner Hof; Kölnischer Hof; Trierscher Hof. Many boarding-houses.

Restaurants: Tillmann, and at the above hotels. The Civil Casino (newspapers, music), is noted for its wines, but is a club, for which an introduction by a member is necessary.

Cafés: Trinkhalle (often music); Rheinpavillon; Hubalek; Bertram.

Cabs: 1—2 persons (one horse), 75 Pfennige the course; 3—4 persons, 1.25 Mark. At night (after 10) these fares are doubled. One hour, 3 Marks; each succeeding 1/2 hour, 1 1/2 Mark. Bridge money (extra), 45 Pfennige for one horse; 60 Pfennige for two horses.

Church of England service in a large room of the Palace (see below). — Post-Office, Clemensplatz.

Principal Attractions. Visit the beautiful public gardens ("Anlagen") along the Rhine, the old Moselle bridge, begun in 1344 by the archbishop of Treves, and affording a charming perspective; the old castle of the electors of Treves (1280), now a factory; the Schloss (summer residence of the Imperial family), near the bridge of boats, containing some fine works of art (bust of the empress Augusta, modelled by the present Empress, gobelins, etc), readily shown for a small fee whenever the Imperial family is away; the church of St. Castor (dating from 1208), at the confluence of the Rhine and the Moselle, with its four towers and many monuments; and the curious fountain in the square near it, erected by the French as a "glorification" of their invasion of Russia, but "revised" by a Russian commander. — Go up Ehrenbreitstein, the Gibraltar of the Rhine; admission tickets, 50 Pfennige, are obtainable at the office of the deputy-commander, in the Hofstrasse. The visit of the vast fortress (of course everything is not shown) takes about 2 hours. It is inaccessible from three sides, and the fourth is defended by three lines of artillery. Altogether there are over 400 modern heavy guns mounted here. The view is fine, but not finer than from the Asterstein, close by, on whose platform
stands an obelisk to the memory of the Prussian soldiers who fell in 1866. In going up, remember Byron's lines:

Here Ehrenbreitstein, with her shatter'd wall
Black with the miner's blast upon her height.
Yet shows of what she was, when shell and ball
Rebounding idly on her strength did light:
A tower of victory! from whence the flight
Of baffled foes was watch'd along the plain;
But Peace destroy'd what War could never blight,
And laid those proud roofs bare to Summer's rain,
On which the iron shower for years had pour'd in vain.

Coblenz is an important junction: on the left bank of the Rhine for Treves, Lëwemburg, and Saarbrücken (Metz)—routes, already described—on the right bank for Wetzlar, etc., via Limburg (Lahn Valley Railway). The latter, at Niederlahnstein, joins the railway to Rüdesheim, Höchst, and Frankfort. The train for Limburg next stops at 10 1/2 m. Ems (6,000 inhabitants, 12,000 annual visitors), a popular watering-place on the banks of the Lahn, and in a narrow valley, formerly in Nassau, now in Prussia, and ever memorable as the spot, marked by a slab, where the emperor William, in 1870, declined to see the French ambassador Benedetti anent the Spanish affair. War followed this "insult" in the Kurgarten, then as now the centre of all the "Badeleben" at Ems. This place was known to the Romans. In modern times, the baths have been in use since the 14th century. The waters (saline and alkaline) are beneficial in pulmonary and female complaints. They are warm and are furnished by two springs.

Hôtels: *Kurhaus, with springs and baths, the prices of the latter varying with their position; *Russischer Hof; Guttenberg; de Flandre (with dépendance); *Vier Jahreszeiten; Europäischer Hof; Englischer Hof; Darmstädter Hof; de France (with dépendance); Royal; de Hollande; Bristol. But few of these are open all the year.

The hotels garnis are very numerous, and private lodgings not less so.

Restaurants: Stadt Strassburg; Beriot; Bella Riva; Balmoral; Walter. Also at the above-named hotels.

Cafés in most of the afore-mentioned establishments.
Baths: Kurhaus; Steinernes Haus; Arkaden; Neues Badehaus; Europäischer Hof; Prinz von Wales; Armenbad (gratis for paupers).

Music (frequent), in the Kurgarten and Kursaal (in the evening).

Theatre in the Kurhaus (performances in French and German, several times a week).

Cabs (one horse), per course, 70 Pfennige; per hour, 2 Marks; 2 horses, per course, 1 Mark; per hour, 3 Marks.

English Church service in the English church, on the left bank of the Lahn. — Post-Office, in the Darmstädter Hof.

Visitors' tax. Day tickets, entitling to entrance at the Kursaal concerts, 50 Pfennige. After a sojourn of 8 days, a tax of 15 Marks per head becomes compulsory. Two members of the same family, 6 Marks each.

Principal Attractions. These are undoubtedly the Kurhaus, the Kursaal, and the Kurgarten, always full, gay, and fashionable in the season (from July till September). The Iron Colonade, with its European bazaar, is also a favourite haunt of the loungers. For "lounging," and as much flirtation as nervous debility will allow, are the main "business" of the visitors here, varied by bathing, water-drinking, table-d'hôte-ing, and excursioning. Excursions, it is needless to add, are plenty as blackberries, and their description would fill a small book. One is by a toy railway to the Forsthaus, up the Malberg.

We will now resume our journey to Frankfort.

60 m. Capellen (station of the Rhine steamers), a little village (Hotels: Stolzenfels; Fey; Bellevue), with a steam ferry to Oberlahnstein (station of the railway and steamers). Capellen is the starting-point for Stolzenfelz ("Proud Rock"), a fine castle on a projecting rock, commanding the river and the whole neighbourhood (donkey to the top and back, 1.50 Mark). Built by an archbishop of Treves, it was destroyed by the French in 1689, and presented by the town of Coblenz to King William the Fourth, who spent £50,000 in having it restored by Schinkel in the mediæval style. Here Queen Victoria was entertained by his Majesty in 1845. The view is very fine. It takes
about two hours to see the chapel, decorated by Professor Deger, the knights' hall, and its frescoes by Stilke (fee 1 Mark each person; less, with a large company).

The train skirts the Königstuhl (King's Seat), where the electors met to discuss imperial business. It is a kind of platform with 7 arches, 7 stone seats, and 9 pillars. We run through Rhens, a small but highly picturesque townlet, perceiving, on the other side of the Rhine, the village of Braubach, with the wellpreserved castle of Marksburg, on a conical rock. To our left we see the castle of Liebenneck.

69 m. Boppard (6,000 inhabitants), an ancient walled town, in a charming spot. Station of the Rhine steamers. (Hotels: Rheinhotel; Spiegel; Hirsch. — Restaurant: Hentzler). Many families stay here, as Boppard is a good centre for excursions. The large convent of Marienberg is now a medical boarding establishment, on the water-cure system.

On the right bank of the Rhine we view St. Goarshausen, at the entrance of the pretty Schweizerthal (Swiss valley), the castle of Katz, and then, passing through a tunnel, the tremendous perpendicular precipice, called the Lorlei (443 feet high), famous in Rhenish folklore (Heine's song). The whirlpool underneath has lost much of its terrors, and so have the hidden rocks, called the Seven Sisters, in the bed of the river. Our train passes close by the ruins of the Rheinfels, the most extensive ruin on the Rhine (340 feet high), and reaches

78 m. St. Goar (1,500 inhabitants) (Hotel: *Zur Lilie), a station of the Rhine steamers. Here are some of the choicest bits of Rhine scenery. Two tunnels.

82½ m. Oberwesel (2,500 inhabitants), the Roman Vesalia, delightfully situated. (Hotels: Rhein; Pfropfenzieher; Pension Villa Nova). The round tower at the water's edge is the Ochsenthurm, a mediaeval remnant. The Church of Our Lady (14th century), near the railway station, with its sculptured porches, and monuments of the Schomberg family, is interesting.

We pass the Schönburg, the cradle of the Schomberg family, perceiving on the other side of the Rhine Caub, with its Gutenfels, another old castle, and, in the middle of the river, the picturesque and scarcely accessible castle of the Pfalz, formerly a toll-house and a prison (dungeons
under the bed of the Rhine). Here Lewis the Pious in 840 breathed his last under the soothing music of the gurgling waters. Just opposite the Pfalz, a memorial tablet reminds the world that Blücher crossed the river here in 1814. The rapids known as the Wild Companions, close by, are still dangerous.

86\frac{1}{2} m. Bacharach (1,800 inhabitants), an old place with walls and twelve towers, and a busy centre of the Rhine wine trade (Hotels: Wasum; Bastian).

Bacharach derives its name, it is said, from Bacchi ara ("Alter of Bacchus"), the name of a rock in the river (?). On the way to Strahleck, a ruined castle on the high hill behind Bacharach, now the property of the Prussian Royal
family, visit the ruins of a fine remnant of Gothic architecture, St. Werner's church, and St. Peter's church, near at hand.

On the other side of the Rhine: Lorch (2,200 inhabitants) (Hotels: Schwann; Rheinischer Hof; Krone), an old town at the entrance of the pretty Wisperthal, leading to Schwalbach (see p. 99). Ruined castles, and extensive vineyards appear everywhere.

The former are like the cannon in the famous "Charge":
- Ruins at the back of us,
- Ruins in the front of us,
- Ruins by the side of us;
- Burgs innumerable!

On the right you see Rheinstein, restored in 1829, a summer residence of the sons of Prince Frederick of Prussia; on the left, in the distance, Assmannshausen, where the best red Rhine wine is grown on steep heights. For we have here entered the Rheingau, one of the most famous wine districts in the world.

The narrow gorge of the Rhine soon widens out as we near Bingerbrück. The so-called Binger Loch, a dangerous spot in the river, was rendered nearly harmless sixty years ago, but troublesome whirlpools and rapids still exist at or near this spot. A little further, the ruined and renovated Mäusethurm ("mice tower"), in the middle of the rapid stream, warns us of the approach of Bingen. Every Englishman has, of course, heard of it, if only by Southey's ballad:

They whetted 'their teeth against the stones,
And now they pick the bishop's bones;
They gnawed the flesh from every limb,
For they were sent to do judgment on him.

But the legend of Bishop Hatto (ne), "wont wash", and the Mäusethurm was probably a simple watch-tower ("mausen," like a cat, is after all good German).

95 m. Bingerbrück, a kind of suburb of Bingen, and separated from the latter place by the Nahe river, which here flows into the Rhine, a mighty stream at this point. Bingerbrück (Hotel: Rupertsberg) is the junction for Kreuznach (Hotels: *Kurhaus; Oranienhof; *Badehotel; Grand; *de l'Europe; Englischer Hof; Pfälzer Hof;
du Nord; Adler. Restaurants: Hoffmann; Kanzenberg; Schönewolf), a popular watering-place on the Nahe, which divides the town (18,000 inhabitants) into two parts. It is frequented by some 8,000 visitors a year, principally attracted by the healing properties of its strongly saline and iodine springs (discovered in 1478), used for scrofula, cancer, and other diseases. The springs rise on an island in the Nahe, where also stands the Kurhaus in park-like gardens. Kreuznach produces annually some 30,000 Centners of salt. It has a Casino, a theatre, music, and promenading in plenty, for around Kreuznach lies the prettiest part of the Nahe valley; a fine Gothic church, and a nice English church, newly built. Many excursions, among others to the Gansberg; Münsteram-Stein, a small watering-place, with a Kurhaus. Carriages (one horse), 2.50 Mark for the first hour, 1 Mark for each succeeding hour.

From Bingerbrück there is a steam ferry to vine-clad Rüdesheim opposite, but the Rhine steamers do not stop at the former place. Near Rüdesheim, rises the magnificent German national monument (a colossal bronze Germania), erected in memory of the Franco-German war. It cost £60,000, was designed by Schilling, of Dresden, was inaugurated in 1883, with much pomp by the then emperor, and is easily visited from Bingen or Rüdesheim, by the new cog-wheel railway. It affords a lovely view all round. We cross the Nahe on an iron bridge, and stop at

96 m. Bingen (7,000 inhabitants), a station for both steamer and train. (Hotels: *Victoria; Weisses Ross; Germania; Bellevue; Englischer Hof. — Restaurants: Barazzi; Scherr; also at the hotels. — For carriages, there is no reliable tariff). Bingen is a prosperous town, with a large wine trade, which is even carried on in numerous wine-houses (a corkscrew is nicknamed a lead-pencil of Bingen!), but does not offer any sights. It is, however, a convenient centre for excursions.

After Bingen the landscape becomes less interesting. On our left we perceive, at a distance, Geisenheim and the Johannisberg; vines everywhere.

103 m. Ingelheim (6,000 inhabitants), two villages called
Ober- and Niederingelheim. Near Waldeck (20 minutes), with a beautiful view, are to be seen the scanty ruins of the no doubt once gorgeous palace of Charlemagne (built in 768—774), with one hundred marble columns, numerous mosaic ornaments, and sculptures.

114½ m. Mayence, in German Mainz (73,000 inhabitants, including a large garrison), in Hesse-Darmstadt, opposite the Main, the confluence with which this ancient and powerful fortress entirely commands. Mayence (Maguntiacum) was known to the Romans, who made it their headquarters. Drusus fortified it, though the present inner fortifications were constructed much later by the Italian Spallà. In the 12th century, when Mayence was already an imperial free city, it rose to much fame and power, and several emperors of Germany here held their diets. It was known as Mayence the Golden City, and, for a long time, headed with Worms and Bingen the League of Rhenish towns, which Cologne, Bâle, Strassburg, and other places afterwards joined. For some time Mayence became a French possession, but was restored to the Germans in 1814. Gutenberg, the supposed inventor of movable types, was born here towards the end of the 14th century (statue by Thorwaldsen in the Gutenbergplatz; his first printing office in the Färberhof. His dwelling no longer exists).

Hotels: *Holländischer Hof; *Rheinischer Hof; *Englischer Hof; Stadt Coblenz; Karpfen; Kölner Hof; Central; de Paris; Taunus; Mainzer Hof; Pfeil; Pfälzer Hof.

Restaurants: Volck; Triton; Hohmann; Gundlach. Also at the railway station (Central), and at most of the hotels.

Wine at Hanaczik (Austrian and Hungarian); Schädler; Funk. A visit to Schädler's establishment, full of old German curiosities, will repay the trouble. Mayence is famous for its wine cellars, but good beer also flows copiously at the Schofferhof, the Dreikönigshof, the Stadthalle, and other "Bierstuben". The Stadthalle may be called a beer palace.

Steamers up and down the Rhine. Local boats and ferries to Kastel and Biebrich. — Tramway through the town. — Post-Office, opposite the Karpfen hotel.
Railway station: Central, of the Hesse Louis Railway, with a halt for passengers at the Neuthor; it is connected with Kastel, on the other side of the Rhine, by a line of tramway and omnibuses.

Cabs. The following are the fares in Pfennigen; they are doubled after 10 p.m. in summer, and 9 p.m. in winter.

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<td>To Kastel, including toll</td>
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Theatre (in the winter only); symphony concerts in the same building.

Music at the Stadthalle, and in the Neue Anlagen.

Principal Attractions. Walk along the splendid Rhine quay, where the steamer has landed you. There is a beautiful view here across to Biebrich, with the imposing palace of the dukes of Nassau, Kastel, and the stone bridge over the Rhine, completed in 1885. The public gardens (Neue Anlagen) beyond the Neuthor offer a similar panorama. Upon the whole, Mayence has been much improved during the last few years, principally owing to the removal of the inner fortifications to a wider radius, and a splendid boulevard has replaced the ramparts between the Central railway station and the Rhine. — Upon the Rhine quay stand: the ancient Palace of the Electors, the Grand ducal Palace, originally the Teutonic House, the Barracks, and the Arsenal. The first named building now contains the Museum, with a fine collection of antiquities, mostly found in the immediate neighbourhood, pictures, etc. — The Dom (Cathedral of St. Albinus), always open, even when closed (as the Irishman would put it), is one of the leading attractions of Mayence. It
was built in the 10th and 11th century, but suffered so many indignities in the course of times, that a thorough renovation had become a dire necessity. This was successfully carried out in 1870—1878 by the Dutch architect Cuypers. It has two cupolas and four towers. The interior is rich in monuments of the electors of Mayence. Note the beautiful All Saints' Chapel, the fine Gothic cloisters and the magnificent brass doors, leading to the Speisemarkt, the Gothic crypt, and the sacristy. — Citadell (tickets required, 50 Pfennige each), containing the tower of Drusus (Eichelstein), supposed to have been his tomb, and raised to his memory by the Roman soldiers 9—7 B.C. It was originally much higher than it is now. Many Roman antiquities are still met with around Mayence, the most remarkable being, perhaps, the remains of the aqueduct (2,900 feet long) at Zahlbach, one mile from the Guatorth.

Excursion to Wiesbaden. Cross the Rhine on the new bridge (1,666 feet long, completed in 1885), to Kastel (7,000 inhabitants), a fortified suburb of Mayence, and there take the train for Wiesbaden (55,000 inhabitants), which is reached in 16 minutes. Wiesbaden, the former capital of Nassau, is an attractive watering-place in the centre of the charming Taunus district, abounding in natural beauties. It lies well sheltered, is further warmed by the springs, and, therefore, much frequented by families in winter (6,000 strangers winter here annually, on an average). As for the number of visitors during the season, it frequently reaches 80,000; this explains the profusion and variety of hotels, lodging-houses without board, boarding-houses, restaurants, furnished villas, etc. Wiesbaden abounds in pretty walks, and there is a difficulty of choice as regards excursions. There are 14 principal springs (all hot), the Aquæ Mattiacæ of the Romans. The water is chiefly saline, and efficacious in cases of rheumatism, gout, kidney diseases, and liver complaints.

Hotels: Vier Jahreszeiten (with dépendance and separate baths); *Nassau (with dépendance and baths); St. Petersburg; *Rhein; Rose; Englischer Hof; Bristol; de l'Europe; Park; Zum Bären; Adler; *Victoria; Bellevue;
Spehner; Block; Taunus; Allecsaal; Grüner Wald; Eisenbahn; Vogel; Weins; Schützenhof. For a stay I recommend Hôtel Quisisana, in a park, a little above the town.

Restaurants: Kursaal; Christmann; Lugenbühl; Zum Rothenhaus; Dasch; Saalbau; Schirmer; Deutscher Hof. Most of the above hotels are also restaurants.

Cafés: Kursaal; Gagé.

Baths (28 bath-houses, with 900 rooms). The prices vary according to their situation and the accommodation provided. For some bath-rooms as much as three Marks a day, or 18 Marks a week, is charged, but, in a few cases, it is possible to obtain a room with a bath for (say) 25 or 30 Marks a week.

Railways. Wiesbaden is the junction for the railways to Kastel (Mayence), Limburg, Frankfort (Taunusbahn), Coblenz (Rhine railway, right bank). There is also a branch line to Schwalbach (see below).

Tramway from the Rheinstrasse to Beausite (at the foot of the Neroberg), 20 or 30 Pfennige, according to distance. — Omnibus to and from Kastel. Hotel omnibuses at Biebrich, also tramway.

Cabs: per course, one horse, for two persons, 60 Pfennige; with two horses, 90 Pfennige; for four persons, 80 or 110 Pfennige. — Post-Office, Rheinstrasse.

Theatre. Performances nearly every day. — Concerts, early in the morning, at the Trinkhalle and at the Wilhelmsbrunnen; in the afternoon and evening in the Kurgarten. — Balls in the Kursaal on Wednesday and Saturday night, during the season.

Visitors' tax. An annual ticket for one person, 20 Marks; for two persons, 30 Marks. A season ticket for 1 person, 10 Marks; for two persons, 15 Marks. These tickets entitle the holders to attend all ordinary concerts, balls, etc, and also give admittance to the reading-room. Day tickets cost 50 Pfennige each.

English Church service, Wilhelmstrasse.

Principal Attractions. Kursaal, the great "point de ralliement" of the visitors in the gambling days of yore, and still their chief attraction. Get up early and watch the drinkers at the new Trinkhalle, imbibing boiling mineral water under the strains of a
"Kapelle". The principal spring (Kochbrunnen), with a temperature of 154° F., looks like a seething caldron; it provides water for 11 bath-houses. — Museum, with noteworthy antiquities and some pictures. — Greek Chapel (on the Neroberg), built in the shape of a Greek cross, in the Byzantine style, a mausoleum of Elisabeth Michaelowna, late grand duchess of Russia and duchess of Nassau, who died in 1845. It was erected by Hoffmann (1855), at the instance of Duke Adolphe. The gorgeous chapel, lined with costly marbles, and surmounted by five gilt cupolas, visible from a long distance, contains the magnificent sarcophagus by Professor Hopfgarten, with a recumbent effigy of the princess. The chapel is nearly always open (fee, 75 Pfennige, for two persons); the view from the terrace is very fine. It may be reached by the tramway, which runs through the town, and leads to the terminus of the miniature railway up the Neroberg.

From Wiesbaden a short railway journey takes one to Biebrich; there is also a new branch line to Schwalbach, through a charming part of the Taunus, the distance being covered in 1 hour, 10 minutes.

Schwalbach (3,000 inhabitants. Hotels: Kursaal; Alleesaal; de Russie; Post; *Herzog von Nassau; Métropole; Berliner Hof; Taunus; Tivoli; Wagner. Many lodging-houses. Restaurants at the leading hotels. Visitors’ tax, 10 Marks, after the 5th day); a favourite watering-place (1,000 feet above the level of the sea), with seven springs, containing iron and carbonic acid gas, efficacious in liver and female complaints. It is a long and straggling village, and possesses, with a Kursaal, the same "distractions", on a smaller scale, as Ems and Wiesbaden.

Schwalbach may also be reached by omnibus (2 h.; 2½ Marks), from Eltville on the Rhine, a station of the river steamers and railway on the right bank of the Rhine. About midway lies Schlangenbad (so called from the over-numerous snakes in the neighbourhood), another favourite watering-place, in a picturesque valley almost as high as Schwalbach.

Schlangenbad has nine warm alkaline springs for rheumatism and nervous ailments, and boasts of a small
Kursaal. (Hotels: Nassau, with Kursaal; *Victoria; Planz; Germania. Closed in winter. Visitors' tax, 12 Marks each person, for a season; 18 Marks for two persons. It is compulsory after the fifth day. Music daily. Excursions into the Taunus are innumerable).

We will now return to the main line (Hesse Louis Railway). We run through a tunnel and cross the Rhine on an iron lattice bridge of 1,290 meters, in 4 great spans, completed in 1862, and then remain on the left bank of the Main until we reach

138 m. Frankfort, in German Frankfurt-am-Main, to distinguish it from Frankfort-on-the-Oder (188,000 inhabitants), in a plain surrounded by verdure-clad hills, was, up till 1866, a free city, and the seat of the German Federation, but became annexed to Prussia in the said year. It was known in the 8th century, for Charlemagne held a council here in 794. Afterwards, in 1356, it became the place for the election of the German emperors (commencing with Barbarossa), and so remained till 1806. In 1814 it was made a free city. Here took place the famous riots in 1848, here also the “Congress of Princes” (1863), convoked by Austria; and in 1871 the treaty (which ended the Franco-German war) was signed here in the Swan hotel. It is the birth-place of Feuerbach, Brentano, Bettina von Arnim, Börne (friend and enemy of Heine), and, last but not least, Goethe (1749, in the Hirschgraben). Frankfort has always been, and is still, one of the principal commercial and financial places of Germany. Its appearance has been much improved by the demolition of the ramparts, and their utilisation for outer boulevards, studded with villas and pretty houses. The virtual destruction of the Judengasse (Jews’ Alley), the “Lane” of Frankfort, which, although the cradle of the Rothschilds — still a power in the Mainstadt — did not contribute anything to the beauty or to the salubriousness of the city, has also been a decided improvement. The leading streets are the busy Zeil, the imposing Kaiserstrasse, the Neue Mainzerstrasse, and the Taunusstrasse. The Main separates Frankfort from the suburb of Sachsenhausen, with which it is connected by five bridges. A curious feature of Frankfort is that the numbers of the houses are painted red or blue, to indicate that they run either
from the East to the West, or from the South to the North.

Hotels: Russischer Hof; *Englischer Hof; *Schwan; Frankfurter Hof; Westend; de l'Union; Britania; Continental; Drexel; Ernst.

Restaurants: Milani; Feussner; Schmitz; Café Casino; Wiener; Böhm; Eysen; Damenrestaurant (recommended to ladies travelling alone). There are also good restaurants at the Zoological Gardens and at the Palmengarten. Many hotels have restaurants.

Cafés: Frankfurt; Zur Börse; Müller; Casino; Milani. Most of the restaurants are cafés. Beer at more places than one.

Tramway through the city. Electric tramway to Offenbach, from Sachsenhausen. — Post-Office, Zeil.

Stations. Frankfort formerly had the luxury of seven separate railway stations. This has been much simplified by the construction of a central railway station ("Hauptbahnhof") of vast and truly magnificent proportions. It took many years to build, and it has revolutionised a whole quarter of the city.

Cabs. There are two kinds, railway and ordinary cabs (Fiaker); the former have "Eisenbahn" on them. They charge 90 Pfennige for 1—2 persons, and 1.20 Mark for 3—4 persons, for a course from or to the station. Fiaker: 15 min., 50 Pfennige, for 1 or 2; 70 Pfennige for 3 or 4 persons; 30 min., 1 and 1.20 Mark; 60 min., 1.70 and 2 Marks.

Theatres: Altes Stadttheater (dramas, etc), every night; Neues Opernhaus (opera), 5 times a week.

Music at the Zoological Gardens and at the Palmengarten (one M. each). The latter has a fine palm-house, and is otherwise remarkable.

English Consulate, Bockenheimer Landstrasse; American Consulate, Niedenau. — English Church, Götheplatz.

Principal Attractions. Römer (town-hall), near the Römerberg, or market-place, into which formerly no Hebrew was allowed to penetrate. The
former contains the modern **Kaisersaal** (free on certain days of the week, but always accessible for a small fee), with 52 royal and imperial portraits on the walls. They represent German monarchs, from Charlemagne to Francis II (768—1792), and are paintings by Rethel, Lessing, etc., presented to the city by eminent persons, royal and unroyal. In ancient times, the emperors were elected in the "Wahlzimmer", and afterwards the electors entertained him in the "Kaisersaal", but the coronation took place in the neighbouring Dom, which is also worth seeing. As for the Römerberg, it was, upon these occasions, given up to popular festivities and wholesale bouting, with the assistance of oxen roasted whole and the famous "Justitia" fountain overflowing with nectar, which has perhaps given birth to the well-known line

I went to Frankfort, and got drunk.

Everybody was to be there, but they drew the line at the Jews. They could not come round the Square. The fountain had been allowed to decay, but it was restored to its original style in 1887 by the generosity of Mr. Gustaf Manskopf, a Frankfort citizen who is proud of the old town. — **St. Paul's Church**, where the "Revolutionary Parliament" sat in 1848. — **Historical Museum**, with a few good pictures, and a large collection of arms. It contains also the famous golden "Bull", in which the emperor Charles IV (1356) settled the question of the election of all future German emperors by seven electors. — **Städel's Museum**, a handsome building in Sachsenhausen, on the left bank of the Main, founded by Joh. Fr. Städel, a wealthy citizen, who bequeathed his fine collection of paintings, drawings, etc. to the city, with £100,000 for maintaining a public gallery and a school of art. Always open, mostly free. It contains some valuable paintings by Italian and Dutch masters, a splendid collection of engravings, numerous casts, and some choice pictures of the Düsseldorf School (see **Düsseldorf**). — **Senckenberg Museum** of natural history, close to the picturesque Eschenheim Gate (1350; restored in 1866), and to the Cemetery, beautifully situated and full of inter-
esting tombs, notably of the Bethmann family, ornamented by bas-reliefs of Thorwaldsen. In the Jewish Burial Ground there is a marble sarcophagus of Amschel Rothschild, the founder of the famous dynasty. The old Rothschild house in the former Judengasse still exists, though no longer inhabited. The banking establishment of the eminent firm may be seen close at hand. — Goethe's House, No 23, Grosser Hirschgraben. It was his father's dwelling, and is now the property of the "Deutsche Hochstift". The premises have been brought back, as far as possible, to their original state in young Goethe's time. The museum, in the top-rooms, is filled with the great man's small relics. Here is the window from which old Goethe (who knew what kind of a boy he had!) used to watch his son's movements, particularly when combined with the movements of the pretty person in the tap-room opposite. Many a time must the pair have looked up to that particular window, to see whether they were watched. The Grosser Hirschgraben, so called because deer were kept there in a ditch, leads into the Rossmarkt, part of which, named the Götheplatz, is adorned with the poet's statue in bronze, by Schwanthaler (1844). Another part, christened Schillerplatz, has Dielmann's bronze statue of the author of "Wallenstein" (1863). But the chief ornament of the Rossmarkt is the Gutenberg Monument, modelled in bronze by Von der Launitz in 1857, and representing the life-size figures of Gutenberg, Fust, and Schöffer, who are supposed to be the inventors of the art of printing. — Von Bethmann's villa, with a small museum, containing casts and a small Apollo, but also Dannecker's famous *statue of Ariadne, in a Grecian temple, specially built. The Wurtemberg sculptor has represented the fair goddess riding a panther. The whole group revolves beautifully for a sixpence. — Luther's House, Domplatz; he stopped here in 1521; the house is marked by a statue and a Latin inscription.

Excursion to Soden (by rail, in about ½ h.; frequent trains). Soden, a mineral spa on the Sulzbach, is a favourite resort of the Frankforters, who have numerous villas in the neighbourhood. Its waters contain soda and
iron. They are efficacious in liver, skin, and throat diseases, also in rheumatism. Pretty Kursaal with park. (Hotels: *de l'Europe; Schöne Aussicht; Frankfurter Hof; Holländischer Hof.)

**Excursion to Homburg** (by rail, in about \( \frac{1}{2} \) h.; frequent trains from the Central station).

Homburg (9,000 inhabitants), called Homburg-vor-der-Höhe, to distinguish it from other Homburgs(1), a Prussian townlet, formerly in Hesse Homburg, a landgraviate which was suppressed in 1866, lies on a table land (600 feet above the sea), at the foot of the Taunus. It is world-renowned as a watering-place (15,000 annual visitors), and so much frequented by English-speaking travellers that it might almost be styled the German Harrogate. In the full of summer, indeed, one hears English spoken there as much as German, both in the principal street, leading from the railway station to the magnificent Kursaal (a splendid legacy of the gambling days, which came to an end in 1872), and in the pleasure-grounds that encircle the springs. Lawn-tennis and cricket are here to the fore, and, judging from the class of crowd, the fashionable dresses of an undoubtedly British stamp, and the purely Saxon tittle-tattle of a flirtation as unbridled as it is charming, one might fancy oneself among the Strays, while, in reality, one is straying far from the fresh fields and pastures old of the Island Kingdom. The Prince of Wales, and les grands de la terre generally, are staunch supporters of Homburg, but the French do not patronise it so much as in the Blanc, or rather rouge-and-noir, period. They prefer Baden-Baden, où il y a moins d'Anglais! Season: May—October.

**Hotels:** *Victoria* (with garden); Quatre Saisons (with dépendance and garden); de Russie (with garden and dépendance); de l'Europe; *Bellevue; du Parc; *Riechelmann; Windsor; Albion; Goldener Adler; Englischer Hof. Not all of these hotels are open the whole year. — Restaurants at everyone of them, also

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(1) Have your letters addressed legibly, "Homburg, near Frankfort-A-M". They are frequently forwarded to Hamburg, by a confusion in the mind of a sender.
Cafés.—Lodgings plentiful, but frequently expensive. — Kursaal erected in 1843, and much enlarged in 1852, with restaurant, café, theatre, reading-rooms, and garden terrace, opening out into the promenades. *Table d'hôte, twice daily; music, theatricals, balls, fireworks, during the season. Beautifully decorated rooms; museum (Roman antiquities). — Music in the Promenade, every morning, for the soothing benefit of all water drinkers and bathers. — Visitors' Tax (after a stay of five days): 12 Marks for one person; 20 Marks for two persons; 40 Marks for three or more persons. They receive tickets, entitling to many privileges.

Cabs: $1/4$ h., for 1 or 2 p., 160 Pf.; 3 or 4 p., 190 Pf.; one h., 2,20 or 2,70 M. Luggage extra. So is "Trinkgeld". — Post-Office, near the Kurhaus.

English Church service, Ferdinandstrasse; Scotch Kirk service, in the Schlosskirche.

Principal Attractions. The beautiful park-like Promenade, tastefully laid out, and surrounded by wooded hills. There are walks and drives, and pretty villas in plenty. Life crystallises here and in the Kurhaus. In the Promenade are the 5 springs, which may be called the main-springs of Homburg's very existence: the Kaiser-, Elisabeth-, and Ludwigbrunnen, ferrosaline springs, whose water is beneficial in disorders of the stomach, liver, and kidneys; the Stahlbrunnen and Luisenbrunnen, which, containing steel, are efficient tonics. Homburg waters are exported in large quantities (500,000 bottles annually). — Handsome Bathhouses, with medicinal baths in great variety. — Schloss, with a lofty tower (188 ft.), and the equestrian statue of Prince Frederick, the victor of Fehrbellin (1675). — Excursions to Eppstein, in a romantic gorge; to Niederselters, where the so-called Seltzer water comes from in millions of bottles (4 m. beyond Eppstein); to Königstein, 3 m. from Soden (Hotels: Stadt Amsterdam; Löwe; Hirsch), with a ruined castle on a hill (fine view), a charming walk through the Fischbach glen; to Schloss Falkenstein (½ h. further), a picturesque ruin, with a well frequented "Luftkuranstalt" (1,600 feet above sea-level), for the consumptive; to the
Grosser Feldberg, N. of Falkenstein, 2,900 feet high, and the highest Taunus mountain, affording a glorious view, sometimes extending to Strassburg; to the Altkönig (2,400 feet), another height, with the traces of ancient intrenchments. — From Falkenstein one may go to Kronberg, a station on the railway to Frankfort, also possessed of that happy adjunct: a ruined castle, and to Bad Krongenthal, a small and quiet watering-place. — From Eppstein it is a nice stroll to Wiesbaden.

Twelfth Route.

FROM FRANKFORT TO CASSEL AND HANOVER (HAMBURG).

(Royal Prussian (Hanover) State Railway; 227 miles, in about 7 h., by express).

Departure from the Hauptbahnhof. Past Bockenheim, a favourite suburb of Frankfort, and Bonames, close to Homburg (see Route 11), we reach

21 m. Friedberg (5,000 inhabitants. Hotels: Trapp; Simon), an ancient walled place (formerly a free city), romantically situated on a hill, with a castle, and a curious vault, called the "Jews' Bath". We pass over a viaduct, stopping at

24 m. Nauheim, or Bad Nauheim (3,000 inhabitants), a well-known watering-place, at the foot of the Johannisberg (fine view from the Convent). The Kursaal dates from the green cloth days, and is therefore handsome, but not so gay as of yore. Beautiful Park. Here are three warm saline springs, and two cold. Among the former is the Friedrichsprudel, rising in a milk-white jet of about 40 feet, and having a temperature of 96° F. It is forced into the bath-house, where the carbonic acid gas is also put to use. Many walks and "distractions." (Hotels: de l'Europe; Kaiserhof; Bellevue; Kursaal; Sprengel).

29 m. Butzbach (2,500 inhabitants), with fine ruins of the Münzenberg castle.

41 m. Giessen (21,000 inhabitants), the fortified capital of Upper Hesse, with a famous University, founded (1527) by Philip, landgrave of Hesse (40 professors; 450 students).
Liebig was a professor here, and instituted the School of Chemistry (Hotels: Kühne; Einhorn).

From Giessen a railway runs to Coblenz (see Route 11), through the Lahn valley; another to Fulda (see Route 13). Our line skirts the ruins of Gleiberg and Fetzberg, leading to 46 m. Lollar, whence a short branch leads to Wetzlar, on the line to Coblenz.

Wetzlar (8,000 inhabitants. Hotels: Herzogliches Haus; Kaltwasser), lies picturesquely in the Lahn valley, at the foot of the Kalsmunt, a ruined stronghold, and at some distance from the station. The town, with narrow streets in plenty, is now Prussian (since 1815), but was formerly a free imperial city. The famous "Reichskammergericht", where Goethe worked, ceased to exist in 1806. It was here that the poet knew Charlotte Buff of "Werther's Leiden", and many visitors may be seen with that book in their hands, looking for the "Wertherlinde", under which Wolfgang sat so often, the house of "Lotte", and her fountain, near the Walsbach Gate, outside which lies buried the "Legationssecretär" Jerusalem, the hero of the story, who shot himself.

Principal Attractions. The leading attraction of Wetzlar is the Dom, a many-styled building, but most interesting. The Heidenthurm dates from the 12th c. There is a beautiful portal, with sculpture of the 14th c.; a grand nave, containing an old font, and 2 curious groups of figures; a fine "roodloft" of 3 arches and vaulted bays; an early Gothic choir, with well preserved statues, etc. The w. front is Romanesque. Near it, statue of Virgin and child.

After twice crossing the Lahn, passing by the ruins of Stauffenberg, our train stops at 59 m. Marburg (12,500 inhabitants), a highly picturesque town on the Lahn, much resorted to by artists, with a well-known University, founded in 1527, and now located in early Gothic buildings, completed in 1879 (40 professors; about 450 students). Hotels: Ritter; Pfeiffer.

Principal Attractions. Schlossberg (fine view), with the old castle of the landgraves of Hesse, restored. The gateway, chapel, and "Rittersaal" are
in good preservation. In the latter, Luther, Melanchthon, and Zwingli held their memorable discussion on the Eucharist. — Church of Saint Elizabeth (of Hungary), in early Gothic, restored in 1860, built 1235—1283 by the landgrave Conrad. It contains the shrine of the saint, who died here in 1231, the wife of a landgrave, and was canonised four years later. 80 of the precious stones, with which the shrine is studded, were stolen in 1810, when the French removed it to Cassel. It was restored in 1814. The choir windows are fine, the monuments of the landgraves curious. See the saint’s chapel, in which thousands of pilgrims used to worship (until 1539). A tablet represents her on a coffin, surrounded by the sick.

103 m. Wabern, whence a branch line of eleven m. leads to Fritzlar, with a fine Romanesque church, and to Wildungen, a small but popular watering-place in Waldeck, situated among forests at an elevation of about 900 feet. The waters are aperient and stimulating, efficacious in kidney and bladder diseases. Park and many walks. (Hotels: *Kurhôtel Göcke, with villa; Zimmermann; Königsquelle; de Russie).

Our train crosses the Fulda on a viaduct of 13 arches, after passing Altenburg and Felsberg, two ruined castles, also Wilhemshöhe, where Napoleon the Third was a prisoner after Sedan (see below).

124 m. Cassel (72,000 inhabitants), on the Fulda, up to 1866 the capital of Electoral Hesse, but incorporated with Prussia after that date, and now only the chief town of a province. There are two Cassels — the old one, on the bottom of the valley, and the new one, which has replaced the fortress. Cassel was greatly embellished by the landgrave Frederick the Second, who used to sell his Hessians to the highest bidder, much upon the principle of “point d’argent, point de Hesses”. England paid £ 3,000,000 for 12,000 warriors, sent to America in 1776—1784. But, though he acted like a Hessian fly in one sense, he did not in another. He employed the money usefully, and his subjects got something out of it. Spohr, the great composer, died at Cassel, where he lies interred in the Neuer Friedhof. He conducted the orchestra in the Opera House, built by
Jerome Bonaparte, when king of Westphalia. The brothers Grimm wrote their fairy-tales here (1806—1814).

Hotels: *du Nord (the Grand Hôtel Schombardt, at Wilhelmshöhe, belongs to the same proprietor); *Kaiserhof; Cassel; König von Preussen; Royal; Prins Friedrich Wilhelm; Schirmer; Stadt Dresden. — Café: Palais Wulp. — Theatre (performances several times a week). — Cabs: 50 Pf. the course, for 1—2 p. Carriage to Wilhelmshöhe, about 10 Marks, incl. "Trinkgeld". — Steam tramway thither (30 Pf.), starting from the Königsplatz — Post-Office, Königsplatz.

English Church service, Ständeplatz.

Principal Attractions. **Picture Gallery (new and well adapted building, completed in 1877, always open, with or without fee); one of the finest in Germany, containing over 1,400 pictures, among them some choice specimens of the Dutch School: 28 fine Rembrandts, besides, paintings by Hals, Potter, Metsu, Van Dyck (17), Rubens, etc. — Museum Fridericianum (open always, with or without fee), containing a library of 120,000 books; a cabinet of curiosities; antiquities. The museum stands in the Friedrichsplatz, the largest square in Germany (450,000 sq. ft.), so named after the above-mentioned landgrave, whose large statue stands in the middle. — Elector's Palace (Schloss), a plain building, likewise in the Friedrichsplatz, facing the charming park (Augarten), which may be approached by the handsome Auethor, and has a terrace (fine view over the valley, towards the Meissner Berg), an orangery, and a curious marble bath, full of statues and bas-reliefs, by Monnot. — Wilhelmshöhe (the German Versailles), reached through an avenue of lime-trees, extending from the Wilhelmshöhe-Thor. You should see the waterworks in "full swing" (every Wednesday and Sunday in summer); the great fountain, throwing up a water jet, 12 inches thick, to the height of 190 feet; the Karlsburg cascade, along stone steps 900 feet high, the zigzag road leading, by the side of it, to the Octagon (1,360 feet above the Fulda), where there rises on a pyramid the colossal copper statue of Hercules, 131 feet high, whose club has room for 8 mortals. The statue is plainly visible from afar.
The water for the fountains is supplied from the Octagon. Close by stands the Löwenburg, the ingenious and tasteless mimicry of a mediaeval manor, full of curios, and surrounded by fine pleasure-grounds. The summer-palace of the electors offers but little to the curious. The park contains pensions and a hydropathic establishment. Wilhelmsthal is another elector’s castle in the Trianon style (9 m. from Cassel).

From Cassel the railways radiate to Düsseldorf and Cologne (Route 8), to Bebra and Eisenach (Route 13), for Leipsic, and to Halle (Route 13), for Berlin (Route 40).

139 m. Münden (7,000 inhabitants), where the Fulda and Werra unite into the Weser; steamer to Minden. Münden has a Schloss and a church (St. Blaise, 14th c.), worth seeing. Bridge of 6 arches over the Werra, and short tunnel, before we enter.

160 m. Göttingen (24,000 inhabitants), on the Leine, under the Hainberg (Hotels: Gebhard; Krone), with a famous University (Georgia Augusta, founded 1737; 60 professors, 700 students), having a rich library of 500,000 volumes, many MSS., a small collection of pictures, and a museum of natural history; a good botanic garden, and numerous walks (some on the former ramparts).

172 m. Northeim (7,000 inhabitants), an important junction. The railway between Cassel and Hanover here crosses that between Soest and Nordhausen, with a rapid train service (“Schnellzug” in about 5 h.). By taking the latter to Herzberg, you at once reach the southern confines of the

Harz District,

a forest-clad region sung by Heine (“Reisebilder”), some seventy miles long and about 25 miles broad, comprising the only mountain range of Northern Germany, lying partly in Prussia, partly in Brunswick and Anhalt. The natural beauties of this far-famed district, in which Hermann or Arminius is supposed to have withstood the Romans, are perhaps somewhat magnified by the North Germans, to many of whom (that never saw anything else) it presents the embodiment of an earthly paradise, and it certainly cannot vie with the Alps, nor even with the Carpathians or the Salzkammergut, but, nevertheless, it will charm those who do not
come with exaggerated notions, and are able to admire the peculiar attractions of the Harz by themselves, without indulging in "odious comparisons". The best way to explore it is, of course, on foot; the next best, in a carriage, along roads that have been materially improved of late. Such a carriage will cost you from 15 to 20 Marks a day. Guides are seldom satisfied with 3 M. a day. The following plan I can recommend you. I have carried it out per pedes, and it is not very fatiguing, but you may follow almost the same route on horseback or in a "Zweispänner". From Herzberg station, wend your way to Samson’s Mine (whose shaft is 2,500 ft. deep), and to the Oderteich, a great reservoir, which supplies the water for the silver and other mines at St. Andreasberg (4,500 inh.), one of the more important mining centres of the Harz. From the Oderteich it takes about 3 h. to the Brocken, or Blocksberg (3,700 feet high). And the whole ramble amid picturesque surroundings
occupies 5-6 h. There is a tolerable inn on the Brocken. As it is frequently overcrowded in summer, you will act wisely by ordering beds beforehand. The barren Brocken which, in fine weather, offers a panorama as vast as it is fine, and sometimes also the optical phenomenon of the so-called Spectre, in which the mountain and the figures on it are reflected on a sheet of haze rising from the valley, has been, from time immemorial, the haunt of cobolds and witches. Here they are supposed to meet on the "Walpurgisnacht", the May-day eve, to feast and frolic, and they it was that Mephisto, dragging Faust after him, addresses as "süsser Pobel" in Góthès gigantic drama. From the Brocken, go to Elbingerode (1,580 ft. Hotels: Blauer Engel; Goldner Adler), in a fine situation, whence a tooth-railway of 17½ m. runs to Blankenburg, through picturesque scenery. Blankenburg (Hotels: Weisser Adler; Krone) should be made the second stage of your trip. Next day, go on to Rosstrappe (1,380 feet), close to Thale, and perhaps the finest thing in the Harz (Hotel: Hubertusbad). The Rosstrappe (the mark of a "horse's hoof", left behind by the steed of a princess, pursued by a giant, and therefore jumping across the valley) is a mountain, rising 540 feet above the Bode, which rushes along precipices, between it and the Hexentanzplatz, or Witches' Ballroom (1,525 ft.), on the other side. The surroundings are romantic and weird. From Rosstrappe you may work your way to Alexisbad (Hotels: Goldene Rose; Klostermühle), a small watering-place, 1,166 feet high, charmingly situated in the valley of the Selke, and founded by Alexis, duke of Anhalt-Bernburg. It has two springs, a good Kurhaus, and some pensions. Excursions to Victorshöhe (1,960 ft.), with fine view from a watch-tower; to Falkenstein castle, and to Mägdesprung, with important iron-works, and a fine view from the Mägedetrappe. A narrow-gauge railway runs from Harzgerode and Alexisbad (in 1 h. 20 m.) to Gernrode, on the line between Ballenstedt and Quedlinburg (Hotels: Bär; Ring; Lamm), an old town of 19,000 inh., with a castle, where the famous abbesses (princesses of the Empire) resided, and a "Schlosskirche".
where Aurora, the beautiful countess of Königsмарк, who was an elector's mistress, mother of a famous marshall, and prioress of a nunnery, lies buried. The "Zitter" is a wonderful storehouse of médiæval art-curios. From Quedlinburg it is but ½ h. by rail to Halberstadt (37,000 inhabitants. Hotels: Royal; Prinz Eugen), an ancient and quaint place, having a Gothic town-hall, and a Gothic cathedral, with rich treasury, fine "roodloft" and stalls, all worthy of notice. At Halberstadt, take the train for Wernigerode (9,000 inhabitants. Hotels: Weisser Hirsch; Deutsches Haus), an antiquated town, where a couple of hours may be agreeably spent in looking over the quaint town-hall and "Frankenfeldhaus", also the grand Schloss of the Stolberg-Wernigerodes. Six m. further by rail another stop should be made at Ilsenburg (Hotels: Rothe Forelle; Deutscher Hof), a small village, for an excursion to the Ilsenstein, a great rock with extensive panorama, in the romantic Ilse valley. The Brocken is easily accessible from Wernigerode and Ilsenburg, from which latter place a diligence runs daily, along a beautiful road, in 2 h., to Harzburg (4,620 inhabitants. Hotels: Belvedere; Bellevue; Löhr), a much frequented "Kurort", with forest promenading in plenty. Excursion to Henry the Fourth's old castle, 1,560 ft. high (fine view), and to the Bismarckstein, having an inscription reminding the world that the Iron Chancellor would not go to Canossa, like the former. On to Oker (for the picturesque Okerthal), and to Goslar (14,000 inhabitants. Hotels: Kaiserworth; Römischer Kaiser; de Hanouve), a famous old place, on the Gose (whence the name), formerly, and until 1802, a free imperial city; afterwards belonging to the Hansa, Hanover, and Prussia (since 1866). Several emperors held diets at Goslar, the birthplace of Henry the Fourth and Maurice of Saxony. Many quaint houses, among them the Kaiserworth, an old building (15th c.), now an inn, with 8 statues of emperors. See the Kaiserhaus, the emperors' palace, where the imperial diets were held in the Romanesque "Reichssaal", restored in 1877—1880, and adorned with historical frescoes by Wislicenus; the Museum, in the "Vorhalle" of the Dom, demolished in 1820, with a
curious metal shrine, etc.; the Ulricikapelle, a quaint building in two stories; the picturesque Market-place; the Zwinger, an ancient tower, with walls 21 feet thick; the Neuwerk, a monastery, with a fine Romanesque church. Visit the Rammelsberg (2,000 ft. high) once (from 1100) the most prolific mineral mountain in the world, producing lead, zinc, gold, silver, and copper, but now less productive, yet worth seeing. Fee: 1½ Mark each person. People interested in mining should also travel to Clausthal, but a short distance from Goslar. It has an important school of mining. Tourists who have gone on the above tour, and wish to proceed northward, should book from Goslar to Seesen and Kreiensen, 8½ m. beyond Northeim on the direct route to Hanover, as followed in this tour.

180½ m. Kreiensen, an important junction, where the trains between Cologne and Berlin cross those between Hamburg and Frankfort. The mountain region we leave behind us at Banteln station.

207 m. Nordstemenmen, junction for Hildesheim to the East; for Hameln and Pyrmont to the West.

Hildesheim (distant 50 min. by express) (33,000 inhabitants. Hotels: d'Angleterre; Wiener Hof; *Hildesheimer Hof; Hotopp), on the Innerste, formerly a Hansa town, and the capital of an episcopal principality, suppressed in 1803, now belongs to Prussian Hanover. It is full of mediaeval houses and beautiful churches.

Principal Attractions. *Dom (Romanesque, with a Gothic porch, added in 1412), dates from 1061, and lies buried 6 ft. deep. Note the beautiful bronze gates (17 ft. high); the gilt shrine of Bishop Godehard; the bronze font (13th c.), with 4 fig. and bas-reliefs; the Irminsäule in alabaster, on which an idol once stood; the Renaissance Roodloft; the Treasury and Romanesque Cloister with a rose-tree, reputed to be 1000 years old. — St. Godehard (1133). — St. Michael's Church (1022, rebuilt 1186; restored), originally with 5 towers. It has 2 transepts and 2 crypts; the tomb of St. Bernward, in a semi-crypt; fine choir-stalls, etc. — St. Magdalen's Church, with an exceedingly rich treasury. — Brazen Pillar (of Bishop Bernward), in the
Domplatz. It stands 14 feet high, has 28 bas-reliefs, and dates from 1022. — Gothic Rathhaus. — “The houses of H. which are worth looking at, are far fewer in number than those in Brunswick, but then there are houses in the former more splendid than any we had seen in any other old town. The two best known are in the famous Altplatz.” (Mahaffy and Rogers’ “Sketches,” see p. 68, ante). See the Butcher’s House, the Kaiserhaus, with its row of Roman emperors, etc. — The so-called “Hildesheim treasure,” found in the Galgenberg, is now at the Berlin museum. — Mount the Moritzberg, for a view.

Hameln (do not say “Hamelin,” like Browning who did not know German) lies about one h. by rail from Nordstemmen, but the “Schnellzug” from Hildesheim direct only takes 40 min. Hameln (12,000 inhabitants), with a chain-bridge over the Weser (1839), 850 ft. long, was formerly a Hanoverian fortress. It is chiefly known by Browning’s ballad of the “Pied Piper”, founded upon a popular legend of a “Rattenfänger,” who first charmed the rats away, and then the children.

Pyrmont (1,700 inh. Hotels: des Bains (with dépendance); Lippescher Hof; Krone; Waldeck), a popular watering-place (13,000 annual visitors), lies charmingly in the Emmerthal, about 20 min. by rail from Hameln. It has belonged to the princes of Waldeck ever since 1625, and is one of the oldest European spas. The Romans knew the steel baths, and Charlemagne is supposed to have benefited by a “Kur” in his own time. Season: June — September. There is a Kursaal, with reading and ball-room; a pump-room in the Brunnenplatz, for the drinkers of “cold chalybeate,” which has an exhilarating effect, owing to the strong carbonic acid gas in it; a beautiful avenue of limes, dating from 1668, and numerous promenades; a gas grotto which kills dogs, like the over-famed cave near Naples; finally, a park, with a princely Schloss in it. — Excursion to Arolsen, the Prince’s liliputian capital (3,000 inh.), likewise with a castle. The sculptor Rauch and the painter v. Kaulbach were natives. — Excursion to Detmold (9,000 inhabitants. Hotels: Lippescher Hof; Stadt Frankfurt: the capital of the princi-
palty of Lippe-Detmold, with a fine castle and charming grounds, peopled with the curious Senner wild horses, supposed to have been Arab horses originally. This excursion may be combined with a trip into the Teutoburger Wald, for a visit to the "Externsteine", a singular group of 5 sandstone rocks, from which you may proceed to the Grotenberg, near Horn, on the Pyrmont-Altenbecken railway. The Grotenberg is the highest hill in the forest, and has Bandel's copper monument to Hermann of Roman fame, 45 ft. high, standing on a Romanesque rotunda, overlooking the supposed spot of the supposed victory (1875). — Excursion to Meinberg, another small watering-place, reached by diligence. It has sulphur and other baths, good inns, and many quiet walks.

223 m. Hanover (See Route 40).

**Thirteenth Route.**

**FROM FRANKFORT TO LEIPSIC, BY EISENACH AND WEIMAR.**

(239 miles in 9 h., by express.)

Royal Prussian Railways (Frankfort and Erfurt sections). We pass Offenbach, with its electric railway to Sachsenhausen (Frankfort), Rumpenheim, with a castle, and enter 13 m. Hanau (25,000 inhabitants. Hotels: Adler; Karlsberg), the junction for Aschaffenburg (Route 45). We traverse Napoleon's last battlefield in Germany (Oct. 1813), and leave the Taunus on our left.

27 m. Gelnhausen, formerly a free city of some importance, and Barbarossa's residence (1144). Ruins of his palace, with chapel, and Reichsaal, where two diets were held. Quaint church of St. Mary, with three octagonal towers.

51 m. Elm. By taking the branch line to Jossa (Gemünden), and another branch line there, you reach Bad Brückenau in a couple of hours. It is a quiet watering-place, with Kursaal and Kurhaus. Tonic waters, good in scrofula, etc.

68 m. Fulda (13,000 inhabitants. Hotels: Kurfürst; Wolff), a walled town on the Fulda, with cathedral, St.
Michael's Church (9th c.), Schloss, statue of St. Boniface, murdered here (tomb in Dom). Junction for Giessen (Route 12).

Past Hersfeld and Bebra, junction for Cassel (Route 12), and through a portion of the "Thüringer Wald", we reach, with the famous Wartburg in sight on our right.

131 m. Eisenach (21,000 inhabitants. Hotels: Rautenkranz; Röhrig; Jacobs: Halber Mond; Thüringer Hof; Goldner Löwe; Kurhaus, on a hill), a finely situated town of Saxe-Weimar. Bach (statue, 1884) was a native, and Fritz Reuter died here. Eisenach has a Schloss, a Romanesque Nicolaithurm, a pretty park, etc., but its main feature is, of course, the castle of Wartburg (1,300 ft. high), easily reached on foot (carriage, there and back, 6 M., and upwards). It was founded in 1067, and, until 1440, remained the Schloss of the landgraves of Thuringia. Already celebrated as the place of the poetic contests of the Minnesänger, which Wagner illustrated in his "Tannhäuser", it became even

THE WARTBURG.
more famous as the asylum of Luther, who, returning from Worms, was kidnapped by his friend, the elector of Saxony, and kept a "prisoner" here (May 1521—March 1522). In this time, "Squire George", such was his assumed name, translated the Bible, preached, and drove Old Nick away, with the aid of an inkstand. All these "Thatörter" are shown (tickets, 50 Pf.). St. Elizabeth also made the Wartburg her home until 1527. It was well restored 40 years ago, with historical frescoes of Moritz von Schwind, possesses fine portraits of Luther's parents by Cranach the Elder, a splendid armoury, and commands beautiful views. — Visit the Annathal, a romantique glen, with the "Drachenschlucht".

Excursion to Coburg (3½ h. by a fast train through charming country). At (19 m.) Immelborn we find the junction for Liebenstein (Hotels: Kurhaus; Bellevue; Müller), a deservedly popular watering-place, on the outskirts of the Thuringian Forest, with three iron springs, a theatre, plenty of music, many excursions (Liebenstein castle, Schloss Alstein, the Grosse Inselberg, 3,000 ft. high, etc.); at (27 m.) Wernshausen, the branch line for ancient and picturesque Schmalkalden (7,000 inhabitants. Hotels: Adler, Krone), on the Werra, amidst iron- and salt-works. Schmalkalden has a name in history as the spot, where the convention of the Protestant League (1531), as drawn up by Luther, Melanchthon, and other divines, was signed at the Krone hotel. Wilhelm, composer of "Die Wacht am Rhein", died here in 1873. Past Schloss Landsberg, we reach (36 m.). Meiningen, the capital of Saxe-Meiningen (12,000 inhabitants. Hotels: de Saxe; Hirsch), on the right bank of the Werra, among wooded hills. The place, which was nearly burned down in 1874, is divided into an old and new town. The former contains the chateau of the Duke, with some notable pictures, and a fine park. Meiningen possesses a theatre, created by him, which is his and the Meiningers' pride. The performances have a fame even beyond Europe. By taking the train at Meiningen for Ritschenhausen, which lies on the direct route between Berlin, Stuttgart, and Heidelberg (Route 14), and changing at Ebenhausen, the famous Bavarian watering-
place of Kissingen (3,000 inhabitants) may be visited. It forms the terminus of a branch line; lies about 2½ h. by rail from Meiningen, on the Saale, in a valley 600 ft. above sea-level; possesses three mineral springs, mud, vapour, and other baths, a handsome Kurhaus and Kurssaal, built by the late King Lewis, who was very fond of Kissingen and often stayed there; numberless promenades, music ad nauseam, balls, theatricals, in a word, plenty of "ladeeda," beside the business of bathing and water drinking. The water, exported in large quantities (300,000 bottles a year), is cold, bitter, acid, aperient, and used efficaciously in diseases of the liver, gout, rheumatism, etc. 10—12,000 annual visitors. They chiefly resort to the charming Kurgarten, where the strains of a well-appointed Kurkapelle, greet the matutine imbibers of mineral "eye-openers" with an appropriate "it was early in the morning." The Kurgarten has Arnold's group of Hygieia and his statue of King Max the Second. There is also Prince Bismarck's statue, who was shot at here in 1874, and the colonnade for wet weather. Visitors' tax (after the first week), 10 M. e. person; members of the same family, 3 M. each; children and servants, half-price. Hotels: *Victoria; *Kaiserhof — both under the same management; *de Russie; Sanner; Kurhaus; Englischer Hof; Schmitt; Holzmann; Braun; Bahnhof; Illauer; Wittelsbach. Not many are open all the year round. — Restaurants and Cafés: Schweizerhaus; Frühlingsgarten. — Post-Office, Salinenstrasse. — English Church service, All Saints' Church. — Excursion to the Soolensprudel, with a pretty Badehaus. The warm brine spring (67° F.) ebbs and flows here through a shaft, 330 feet deep.

Retracing our steps as far as Ritschenhausen, we continue our journey to Coburg (17,000 inhabitants), passing on our way antique Hildburghausen, with a palace, which was formerly the residence of the dukes of Saxe-Hildburghausen. Coburg (Hotels: Leuthauser; Bahnhof; G. Löwe), 44 m. from Meiningen, in the fertile Itzthal, is one of the two residences of the dukes of Saxe-Coburg-Gotha, the other one being Gotha. The
late Prince Consort (born at the Gothic chateau of Rosenau) has his bronze statue by Theed (unveiled in 1865) in the market-place, which, surrounded by many picturesque houses, forms the centre of the town. Its chief attraction is the Castle, standing on an eminence, and commanding views both extensive and beautiful. It is very ancient, formed for many years the residence of the counts of Henneberg and dukes of Saxony, was mainly besieged by Wallenstein (1632), and is now mainly a museum (small fee), containing an armoury, engravings, a valuable ornithological collection, enriched by the Prince Consort, and by the Duke of Edinburgh, heir to the duchy; finally, Luther's rooms, where he resided in 1530, preached, and composed the grand old hymn "Eine feste Burg ist unser Gott". — The Schloss (Ehrenburg), with its fine Riesensaal, family portraits, etc., stands in the Schlossplatz, adorned by a bronze statue of duke Ernst I, father of Prince Albert. The Duke of Edinburgh's palace, in the same square, was occupied by Queen Victoria in 1876.

The railway between Eisenach and Gotha traverses a wooded and pretty district. At

134 m. Wutha, a short line brings the traveller to the old and romantic town of Ruhla, in a narrow gorge.

148 m. Gotha (29,000 inhabitants. Hotels: *Wünscher; Deutscher Hof; Stadt Coburg; *Herzog Ernst; Lange; Mahr), the capital of the duchy and one of the Duke's residences (see Coburg), on the Saale, and above it. — English Church service, Innungshalle. — Dramas, etc. at the Theatre.

Principal Attractions. Ducal Palace, containing some good modern pictures; pretty ornamental gardens belong to it. — Schloss Friedenstein (1643), on a hill (1,150 feet high), with terraces that command a splendid panorama. It has a library of 200,000 vols., a cabinet of 75,000 coins and medals, etc. — Since 1879 the new Museum, near the Schloss, has been completed (50 Pf.); apart from engravings and curios, it contains many valuable paintings, notably by Dutch masters, and by Cranach (who lived here), Holbein, etc. — Theatre, a handsome building. — Baron Perthes'
Geographical Establishment (Friedrichsallee), whence world-renowned publications are issued, such as the “Almanach de Gotha” and Petermann’s “Mittheilungen.”

Excursions into the Thuringian Forest may well be made from Gotha. I have only space to allude to one or two. Take rail to Friedrichroda, a large village (3,500 inhabitants), with several good inns (Waldhaus; Herzog Ernst). Thence explore a charming district, visiting Reinhardtsbrunn, a Gothic manor, Schnepfenthal, the Inselberg (3,000 feet above sea-level, with a hotel), 3½ h.'s walk from Friedrichroda, or reached by coach (3 h.)

Between Gotha and Erfurt we cross the Prussian frontier, and pass the Cyriaksburg.

166 m. Erfurt (72,000 inhabitants, with the garrison), aforetime the capital of Thuringia and an important Hansa town, but now (since 1814) a city of Prussian Saxony, in a cultivated plain, on the Gera. In 1808 Napoleon here held the famous congress with the Czar and other princes. Hotels: Silber; Römischer Kaiser; Kronprinz. — Post-Office, opposite the Römischer Kaiserhotel.

Principal Attractions. Gothic Cathedral, above the Platz, with fine choir (1353), surrounded by 15 lancet windows, some fitted with very fine glass; a famous ornamented bell in one of the two towers; Peter Vischer's bronze “Coronation of the Virgin” on Göden’s monument, and beautiful cloisters. — Rathaus (rebuilt 1873), with the Roland säule in front of it. — Krämerbrücke (curious). — Luther’s rooms, with some priceless Luther relics, in the Augustine convent, were unfortunately burnt in 1872. Here he spent many of his early years, first studying the Bible.

179 m. Weimar (24,000 inhabitants), the capital of the grand duchy of Saxe-Weimar, on the Ilm. It has earned a world-wide fame as the “Athens of the North”, since men like Göthe, Schiller, Wieland, and Herder (lately Liszt) — invited hither by a letters- and arts-loving grand duke — lived and worked here, shedding undying lustre around them. Hotels: *de Russie; Erbprinz; Chemnitus; Elephanten. — English Church service, Karlsplatz.
Principal Attractions. Schloss (1789—1803), with frescoes to illustrate the works of Goethe, Schiller, Herder, and Wieland, by modern artists; some pictures; a collection of drawings, by Raphael, M. Angelo, Rubens, etc., and L. da Vinci's original sketches for his "Last Supper". — Stadt kirche (1400), with Cranach's altar-piece ("Crucifixion"); his tomb, transferred hitherward in 1859; the ducal tombs, and Herder's grave. His statue, by Schaller, stands outside. — Museum (daily, 50 Pf.), with a collection of sculptures, glass, etc., also pictures, including some Cranachs, and Preller's "Odyssey" frescoes. — Theatre (good musical dramas) Schiller and Goethe superintended it in their days. — Goethe-Museum, in the house where he died (1832); full of Goethe relics. — Schiller's House, now the property of the town, with a few souvenirs. Schiller's and Goethe's statues by Rietschel (1857) adorn the open space in front of the theatre. Gasser's statue of Wieland stands on the Frauenplatz. Schiller, Goethe, and Hummel, the composer, lie buried in the Neuer Friedhof. — Park, prettily laid out on the banks of the Ilm, with Goethe's summer residence, and the Roman House, also the Belvedere, with fine panorama.

Excursion to Jena (3/4 h. by rail), the ancient university town (13,000 inhabitants. Hotels: Bär; Sonne; Deutsches Haus), in a dale, surrounded by heights. The university, founded in 1548 by the elector of Saxony John Frederick, whose bronze statue stands in the market-place, has 400 students. Schiller was a professor and wrote "Wallenstein" here.

188 m. Apolda, close to the battlefield of Jena, where Napoleon crushed Prussia (Oct. 1806).

We traverse the narrowing Saale valley, past Kösen, the ruins of Saaleck and Rudelsburg castles.

205 m. Naumburg (20,000 inhabitants). Its cathedral, partly Gothic, partly Romanesque, is worth seeing, if only for its cloisters and its curious crypt.

213 m. Weissenfels (20,000 inhabitants), on the Saale, with a Schloss of the dukes of Saxc-Weissenfels, now a barrack. Napoleon slept at W. after the battle of Leipsic (1813). Vines will grow here, but the grapes are no good for wine.
219 m. Corbetha, junction for Halle (see below). Rossbach, where Frederick the Great defeated Soubise's 60,000 French and Austrians with his 22,000 Prussians (Nov., 1757), lies 5 m. to the W.

It is only 15 m. by rail from Corbetha to Halle, past venerable Merseburg (18,000 inhabitants), with a Schloss and a Cathedral, rich in monuments and pictures (see Cranach's paintings in the Choir, and Peter Vischer's bronze of Bishop Lidnenau). Halle (101,000 inhabitants). Hotels: Continental; *Stadt Hamburg; Stadt Berlin; Deutscher Hof; G. Ring; *G. Kugel), lies on the Saale, in a manufacturing and mining district (salt-works). It is famous for its University, founded by Frederick I of Prussia in 1694 (1000 students). See the Gothic Marienkirche (1554), with a remarkable #picture by Cranach, turning on a pivot, and opening with 4 shutters; Heidel's colossal bronze statue of Handel, a native of Halle; the quaint red tower (15th c.) in the market-place; Moritzburg, a ruined castle; and Kröllwitz, with the brine baths of "Wittekind", much frequented.

There is a direct railway from Halle to Leipsic.

Excursion to Eisleben (50 min. by rail from Halle, on the direct railway to Cassel). It has 14,500 inhabitants, and is chiefly remarkable for being Luther's birth-place. He also died here, 1546. In 1883 there was a grand "Lutherfest" at Eisleben to commemorate the 4th centenary of his birth. The house in which he was born of poor miners is now a school. Statue of the G. O. M., showing him tackling the Pope's bull.

Our train crosses the Saale and, near Kötschau, skirts the village of Lützen, where two bloody battles were fought, the first in Nov. 1632, when Gustavus Adolphus fell, fighting against Wallenstein, on a spot marked by a canopied block of granite; the second, in May 1813, between Napoleon and the allied Russians and Prussians. We now enter the Thuringian terminus of Leipsic, in German Leipzig (294,000 inhabitants, including 8 suburbs), an important and ancient centre of commerce in Saxony, so important in fact that the Supreme Court of all Germany has its seat here.
LEIPSIC.

It rose rapidly after the 13th c., in consequence of its privilege of holding two markets a year, bestowed upon it by the margrave Otto the Rich. Close by Leipsic (in October 1813) were fought the great battles ("Völkerschlacht"), that practically sealed the fate of Napoleon. He lost 30,000 killed and wounded, and 38,000 prisoners; the allies 54,000 of both. Three great annual fairs are now held here which, although no longer so important as of yore, have yet an international significance, the first at the New Year, the second at Easter, the third at Michaelmas. It is most interesting to visit Leipsic during a Messe, when it has the appearance of an Eastern city, the streets being crowded with booths and foreigners. Leipsic, still the most active bookselling and publishing centre of Germany (Tauchnitz and Brockhaus are here), is the birth-place of Leibnitz and Richard Wagner.

Hotels: *Hauffe; de Prusse; Kaiserhof; *de Russie; Voigt's; de Rome; Hentschell; du Nord; Sedan; Lebe; Palmbaum; Hochstein; Stadt London. Prices are much
higher during the fairs. Rooms for late arrivals at all
the principal termini.

Restaurants at most of the hotels, and at Auer-
bach’s Keller (see below); Theaterrestaurant; Aeckerlein’s
Keller; Kitzing. — Cafés: Café Français; Bonorand
and Schweizerhäusernchen, in the Rosenthal (see below.)

Railway Stations. Leipsic rejoices in nearly
half a dozen of them, pending the construction of a very
desirable “Centralbahnhof.” The Thuringian, Mag-
deburg, Berlin, and Dresden stations are close
together; the Bavarian station lies at the other
end of the town. There is a connecting line. — Post-
Office, Augustusplatz. — Steamer to Plagwitz
(every hour).

Tramways to various places in the neighbourhood.

Cabs: per course, for 1-2 pers., 50 Pf.; 3-4 p., 1
and 1½ M.; 1¼ to 2 M. an h., according to the number
of persons carried.

Theatres: Alttheater; Neutheater (com-
pleted by Langhaus in 1867, at a cost of 700,000 Thaler;
daily); Carola. — Concerts in the new Gewand-
haus (1883), weekly in winter. They are famous. Popular
music at the Centralhalle (a large building); at
the Schützenhaus.

British Consulate, Grimmaischer Steinweg;
American Consulate.

English and American Church service,
Bachstrasse; American Chapel, Erste Bürgerschule.

Principal Attractions. Augustusplatz.
Here stand the Theatre (to be seen all day; 50 Pf.),
with a verandah at the back looking upon a pond
(Schwanenteich); the University, and the Museum.
The university, at which Lessing studied, dates from
1409, has 100 professors and teachers, and 3,000
students. It is supported partly by the revenues of its
own estates, and, on the other hand, keeps a great number
of poor students, who practically pay nothing. It com-
prises the Augusteum (1836), with Rietschel’s bas-
reliefs, etc. in the Aula, many busts of celebrities, and a
small bronze monument to the memory of 64 students,
slain in the war of 1870; the Paulinum, with the
library (300,000 books, 2,000 MSS), and the Pauline Church. — The Museum (free, or 50 Pf.), has good paintings of modern French and German masters, some old masters, sculptures, frescoes by Gros, and the “loggia”, engravings, etc. — Buchhändlerbörse, the German “Booksellers’ Row”. — Markt platz, where the allied sovereigns met after the “Völkerschlacht”. — Quaint Rathhaus. — Auerbach’s Keller, Grimmaische Strasse, where Lessing lived. It is in two cellars, much frequented by students and foreigners. The business was founded by Luther’s friend Stromer in 1538. As shown by restored frescoes, Dr. Faustus performed his tricks here, and this circumstance has no doubt inspired Goethe when he wrote his cellar scene for “Faust”. But the famous “Keller” is not up to date, like “Faust” has been made to be, alack! — Pleissenberg, the old citadel, where Pappenheim died. Mount the tower for the view of the town and battlefield of Leipsic. Napoleonstein marks the spot where the conquered conqueror stood, and the iron obelisk the meeting-place of the three allied sovereigns on the evening of the 18th. — Charming Promenade. — Rosenthal and Johannapark, pretty gardens both. — Monument to Bach (in the Promenade), by Knaur; to Hahnemann, the homœopathist (also in the Promenade); to Poniatowski, drowned after Napoleon’s defeat (in the Lessingstrasse); to Gellert, who died here (in the Rosenthal). Schiller lived in the Hainstrasse (tablet), Klopstock in the Burgstrasse.

From Leipsic the traveller may proceed to Berlin (Route 40), Dresden (Route 41), Prague (Route 42), etc.

Fourteenth Route.

FROM FRANKFORT TO BÂLE (via Heidelberg.)

(213 miles in 8 hours, by express).

Main-Neckar Railway to Heidelberg. Baden State Railway beyond. The service is the same as from Cologne, but the fastest train from Cologne to Bâle (in 10 h.), goes via Schwetzingen, and does not touch Heidelberg.
There are, of course, through carriages and sleeping cars
in the quick trains.

Our iron horse crosses the Main and, after running wildly
over a most uninteresting piece of land, enters

17 m. Darmstadt (57,000 inhabitants), the capital of
the grand duchy of Darmstadt, where the railways to Mayence
(Route 11), Frankfort, Bâle, and Aschaffenburg (Route 45),
converge, a somewhat sleepy town, but an improvement on Mann-
heim, the dullest, withal straightest-laced, place in all Teutony.

Hotels: Traube (good); Bahnhof; Darmstädter Hof.
— Restaurants: Weber (hotel as well);
*Pschorrbräu.

British Chargé d'Affaires. — English Church service, Schlosskapelle.

Principal Attractions. Palace, built by
Queen Victoria for the princess Alice, her daughter, and
her consort, the Grand Duke. £20,000 was spent on
it. Here she died in 1878. — Palace of Prinz Carl,
with the marvellous “Madonna” of Holbein, which
is presumed to be a replica of the one at Dresden. — Altes Schloss, residence of the Grand Duke, containing the
valuable ** Picture-Gallery, 700 paintings, among
which are Raphaels, Rembrandts, Titians, Cranachs,
Van Dycks, etc. of rare value. There are also curios,
coins, and interesting fossils in the Natural History Museum; likewise a rich library (500,000
vols. and fine MSS.) The picture-gallery is open free 3
d. a week. — Gardens of the Palace (charming).
— Column (134 ft. high), by Schwanthaler,
with the statue of the grand duke Lewis I. — Grand Ducal Mausoleum at Rosenhöhe (1 m. from
Darmstadt), where the remains of the princess Alice were
laid to rest. From Darmstadt it is a charming excursion to Erbach
(with a castle, containing valuable curios, an interesting armoury, etc.), and Eberbach, junction for Würzburg, which junction the iron steed reaches
after passing the second longest tunnel in Germany through
the Kräheberg. The whole line skirts the picturesque
district of the Odenwald on its eastern side. It
should be explored on foot, but this of course takes
time (see below).
We follow the old road, which has a European reputation, the "Bergstrasse", running along the western slopes of the Odenwald (see above). At 25 m. Bickenbach (Schnellpost in 2 h. to Jugenheim), or at 27 m. Zwingenberg (Hotel: Löwe), we may get a while to ascend (carriage 7 M.) the Melibokus or Malchen, the highest point of the Odenwald (1,680 ft.), with a beautiful panorama all round. This excursion may be combined with the ascent of the Felsberg (through a wild valley), with a visit to the Riesensäule, an ancient column 30 ft. long and 4 ft. thick; the Riesenaltar, and the Felsenmeer, a weird collection of down-thrown rocks. Returning to Auerbach station, 2 m. from Zwingenberg, the whole tour would take the better half of a day (6—8 h.).

29 m. Auerbach, with a mineral spring, a ruined castle, and many walks.

31 Bensheim (5,000 inhabitants. Hotels: Reuter; Deutsches Haus). Excursions to Reichenbach (diligence), thence to the Felsenmeer (see above), and to Lindenfels (1,200 inhabitants), a pretty spot in the Odenwald.

Bensheim is the junction for Worms, reached in less then an hour, via Lorsch, with noble remnants of the old "Abteikirche" of St. Nazarius (1090), noted for its wealth, and quoted in the "Nibelungenlied". Worms (25,000 inhabitants, including the garrison), the Roman Borbetomagus, afterwards the domicile of several Merovingian kings (Charlemagne married here), and, still later, one of the importantest of free cities in the old empire, where several great diets were held, including the one in 1521, before which Luther appeared, that Worms — worn and decayed and dormant — lies in Hesse-Darmstadt, on the Rhine (bridge). Around the town, sacked and burned by the ruffians of Melac in 1689, is the "Wonnegau" of the "Minnesänger", the classical land of the "Nibelungen". The chief attraction should of course be the Dom, or what now remains of that Romanesque edifice, after the many sacrileges of Time and man. It has two choirs, as many high altars, and four towers. The nave is over 100 ft. high. The interior (470 ft. long), restored 30 years ago, has a baptistery,
with some curious sculptures (1487) from the destroyed cloisters. The fate of the latter has been shared by the bishop's palace, which contained the great hall of the diets, where Luther uttered his world-shaking sentence: "Hier stehe ich; ich kann nicht anders; Gott helfe mir; Amen". After ascending one of the towers, the weary tourist may feel inclined to say the same sotto voce to himself. Visit the museum of antiquities (50 Pf.), the town walls (for the view), and Pfiffigheim, if you care for Luther's elm, under which he is said to have rested on the way to Worms. Of course you had already seen Luther's Monument (1868), after the Dom. It was designed and modelled partly by Retschel, and partly by Schelling, Dondorf, and Kietz, his pupils. Luther, grasping his Bible, a bronze statue of 18 ft., is surrounded by Wickliffe, Waldo, Huss, and Savonarola. Under them stand Frederick the Wise, Philip the Generous, Melanchthon, and Reuchlin. Augsburg, Spires, and Magdeburg, the first cities to join Luther, are represented by female figures. Hotels: Kaiserhof; Hartmann; Alter Kaiser.

Worms lies on the railway between Bingen (Route 11) and Strassburg (Route 9). There is also a direct line to Mannheim (see below), and to Homburg, for Metz or Nancy. The latter passes Kaiserslautern (35,000 inhabitants. Hotels: Schwan; Bahnhof), in a mining and manufacturing district, close to Offenbach-am-Grau, with an abbey church, which is a magnificent remnant of the transition period, and Landstuhl (4,000 inhabitants. Hotels: Engel; Burgard), a townlet once owned by the Sickingen family, whose ruined manor rises above the valley. Franz v. Sickingen, the chivalrous friend of Luther and Götz v. Berlichingen, lies buried in the Catholic church, where also stands his monument (repaired). 33 m. Heppenheim, with Schloss Starkenburg, built in 1064 by the abbots of Lorsch, and many times besieged and taken, rising in a park on a height, easily accessible (fine view). We enter Baden and reach the old town of Weinheim (7,000 inhabitants), whose name, suggestive of grape-juice, does not belie its origin, for here we have the winy Birkenau, noted in Longfellow's "Hyperion".
Above it, towers the donjon of Windeck, a castellated ruin.
Past Schwetzingen, junction for Mannheim (see p. 134), on to 55 m. Heidelberg (32,000 inhabitants), beautifully situated in the Neckar valley, 7 m. from the Rhine, under the Königstuhl (1,863 ft), and under the far-famed castle, which, however, in olden times, was just as much a curse as it now is a source of profit to the inhabitants, because its possession caused many wars and sieges. Heidelberg (from "Heidelbeeren“, bilberries, which grow plentifully in its neighbourhood), for nigh 6 centuries the capital of the counts Palatine, and during a considerable period a stronghold of Calvinism (hence the famous "Heidelberg Catechism"), is now chiefly noted for its excellent schools, which, with the cheap living and the charming situation, attract many families, German and foreign. See "Century Magazine," August 1886.

Hotels: *Grand Hotel; *Prinz Carl; Schrieder; Victoria; de l’Europe; National; Ritter; Adler; de
Hollande; du Rhin; Lang; Darmstädter Hof. The two following are away from the town, and near the Schloss, in beautiful surroundings: Schlosshôtel; Bellevue, both good. On the other side of the Neckar, likewise with fine view: Neckarhôtel. — Restaurants at all these hotels, at the station, at the Castle, and at Häberlein; Wachter. — Cafés: Leers; Vogelsberger.

Cabs (2 horses): within the town radius, 1 p., 50 Pf.; 2 p., 90 Pf.; 3, 1 M.; 4, 1.20 M.; 1 h., 2 M., 2.20 M., or 2.60 M. After 11 p. m. the fares are doubled. To the Schloss, 3 M.; to the Schloss and Molkenkur, 5 M.; incl. Wolfsbrunnen, $6\frac{1}{2}$ M. In the busy season, this tariff is not always respected by the "Kutscher“, who also expects a tip.

Tramway through the town, from the Central station to the Karlsthor station (see below), every ten min., 15 Pf.

Funicular railway to the Castle and Molkenkur, half-hourly (every $\frac{1}{4}$ h. in the afternoon), 35 Pf. to the Castle, 50 Pf. to the Molkenkur (ret. 50 Pf., 1 M.).

Post-Office, opposite the Central station. — Theatre. — Newspapers at the Museum Club.

English Church service, Plöckstrasse.

Principal Attractions. *Castle, reached by train or carriage (see above), but in fine weather a walk, through the Anlagen (public gardens), is far preferable. It may be preceded by a stroll through the busy high street, past the famous University, founded by the elector Ruprecht I in 1386, the oldest in Germany, except the high schools of Vienna and Prague. Here Gervinus taught, and a host of celebrities before or after him, including Reuchlin, Puffendorf, Schlösser, Kuno Fischer, Helmholtz, Bunsen, and Blütschli. There are about 110 professors and 1000 students in summer, less in winter. It stands deservedly high. It has a Library (300,000 vols. and 3,000 partly very valuable MSS.), the remnants of the celebrated Bibliotheca Palatina, and a Museum, with antiquities, minerals, fossils, etc. The students patronise certain inns, which should be visited. Read Mark Twain’s mems. about Heidelberg students’ life in “A Tramp Abroad.” Look at the Gothic
Holy Ghost Church, St. Peter's, where Jerome of Prague nailed his famous theses, Wrede's statue (1860), and the old Ritterhôtel, one of the few antiquities left by the devastating French. Cross the Neckar by the new bridge, walk along the other side, with full view on the Königsstuhl and Castle, and recross by the old bridge, returning to the Anlagen, for the ascent to the Castle. This ancient residence of the electors Palatine, begun in the 13th c. and several times enlarged, the last time in 1607, was wrecked twice by the French (1689—1693), and further damaged by a thunderstorm in 1764. Mark Twain says: "Heidelberg Castle must have been very beautiful before the French battered and bruised and scorched it two hundred years ago. The stone is brown, with a pinkish tint, and does not seem to stain easily. The dainty and elaborate ornamentation upon its two chief fronts is as delicately carved as if it had been intended for the interior of a drawing-room rather than for the outside of a house. Many fruit and flower-clusters, human heads, and grim projecting lion's heads are still as perfect in every detail as if they were new. But the statues which are ranked between the windows have suffered. These are life-size statues of old-time emperors, electors, and similar grandees, clad in mail and bearing ponderous swords. Some have lost an arm, some a head, and one poor fellow is chopped off at the middle. There is a saying that if a stranger will pass over the drawbridge and walk across the court to the Castle front without saying anything, he can make a wish and it will be fulfilled. But they say that the truth of this thing has never had a chance to be proved, for the reason that before any stranger can walk from the drawbridge to the appointed place, the beauty of the palace front will extort an exclamation of delight from him. A ruin must be rightly situated, to be effective. This one could not have been better placed. It stands upon a commanding elevation, it is buried in green woods, there is no level ground about it, but on the contrary there are wooded terraces upon terraces, and one looks down through shining leaves into profound
chasms and abysses where twilight reigns and the sun cannot intrude. Nature knows how to garnish a ruin to get the best effect. One of these old towers is split down the middle, and one half has tumbled aside. It tumbled in such way as to establish itself in a picturesque attitude. Then all it lacked was a fitting drapery, and Nature has furnished that; she has robed the rugged mass in flowers and verdure, and made it a charm to the eye.”

For these very reasons it would, perhaps, be a pity to “rebuild and restore” the original edifice, a scheme mooted many a time lately. Its realisation would rob Heidelberg of its leading charm. As a ruin the Castle is imposing; it might be different with a modernised “Kunstpalast.” Some hours should be spent in exploring the mass of picturesque and noble remnants, particularly beautiful in the river-side of the Friedrichsbau (1607). Visit the Museum, and the great vat of 49,000 gallons in its cellar, certainly less formidable than many modern casks, but the most gigantic tun of its day, when people used to dance on its “platform” during the vintage festival. It has not been filled since 1769. By all means walk through the fine gardens, laid out by famous Solomon de Caus, to the terrace, above the Neckar, where the panorama is extensive and magnificent. The best view of the Castle is obtained from this point. The Molkenkur lies 200 feet above the Castle, and the top of the Königstuhl is, of course, much higher again. Pleasant walks everywhere. One of them is called the Philosophenweg. Ascend the Heiligenberg, on the other side of the Neckar.

Excursion to Neckargemünd, from the Karlsthor station (see above), along the charming Neckar valley to Neckarsteinach (½ h. by rail from Heidelberg). This railway goes on to Würzburg (Route 45), whilst, by another from Neckargemünd, Stuttgart (see p. 137) may be reached, via Heilbronn.

Excursion to Mannheim (via Edingen, or Friedrichsfeld), about ¾ h. by rail. Mannheim (79,000 inhabitants. Hotels: *Deutscher Hof; Palzer Hof; National), is an important commercial town of Baden, at the con-
fluence of the Rhine and Neckar, noted for the American regularity of its streets, which divides the houses into 110 or more rectangular blocks. This plan was adopted after the savage bombardment of 1795, that only left some 14 houses uninjured. Mannheim has a Schloss, built by the elector Charles Philip, when he took up his residence there (1720). It contains a museum (paintings, minerals, fossils). The pretty gardens overlook the Rhine and the iron lattice bridge for the railway and road traffic to busy Ludwigshafen, a rapidly rising trade centre, already with 29,000 inhabitants, although it did not exist in 1840. The Mannheim theatre, still a credit to the profession, has a fame in the Fatherland, owing to Schiller’s connection with it (“Räuber”, performed 1782). He lived in the Paradeplatz, and his statue (by Cauer) adorns the Schillerplatz. Widenmann’s statues of Iffland and v. Dalberg, who so powerfully helped the poet, stand near. The fertile dramatist v. Kotzebue was murdered at Mannheim in 1819 by the fanatic Karl Sand. — British Consul at Mannheim; also American. — Tramway to the Rhine bridge and Ludwigshafen. — Post-Office, Planken.

From Ludwigshafen, via Neustadt (on the line from Bingen to Strassburg), it is about 1 1/2 h. by rail to the popular watering-place of Dürkheim, on the Eisenach, and under the Haardt, a fertile and wooded hill-district, extending to Landau. The Peterkopf (1,630 ft.) and the Rehberg (1,860 ft.), affording splendid surveys, are its highest points. Close to Annweiler, on the railway between Landau and Zweibrücken, are the Trifels, a ruined castle of ancient date on a high hill, where the troubadour Blondel discovered Richard, Cœur de Lion (1193); Schloss Lindelbrunnen and Madenburg castle, all three with good panoramas. Picturesque Dürkheim (7,000 inhabitants. Hotels: Vier Jahreszeiten; *Kurhotel; Häusling), with saline and iodine springs, has a much-frequented “Traubenkur”. Excursion to the ruins of Limburg, formerly an abbey of the Benedictines.

Excursion to Spires (Speier), 1 1/2 h. by rail, past Schwetzingen (see above), where a couple of hours
should be devoted to the Schloss of the electors Palatine, but particularly to the magnificent gardens (114 acres), partly in the French, partly in the so-called English style. They are full of fountains, statues, and curiosities (mosque, temples, Roman aqueduct, etc.), and must have cost a fortune. Spires (18,000 inhabitants. Hotels: Wittelsbach; Rhein), on the Rhine, the Roman Noviomagus, and afterwards a famous free city, where Charlemagne and his successors resided and held their diets, and where the "Reichskammergericht" held sway until 1689, when the French most wantonly sacked and devastated the venerable city, not only levelling the houses, but wrecking the Cathedral and desecrating the tombs of the emperors, is now only a remnant of former grandeur. Still the noble Romanesque Dom (magnificently restored by the kings of Bavaria, to whom Spires fell in 1815) is worth seeing. The oldest part, dating from 1027, when Conrad the Salic built the church, is the crypt, with short supporting columns; the newest, the Western front, tower (225 ft.), and porch (Kaisershalle), erected 1854—1858 by Hübsch. The church is 474 ft. long; the nave measures 138 ft. in width, and 105 ft. in height. The imperial vault contained the tombs of 8 G. emperors, including Henry IV, who went to Canossa, Rudolph of Habsburg, and Adolph of Nassau. See the latter’s monument, erected by the Duke of Nassau; Schwanthaler’s statue of Rudolph of Habsburg; Schraudolph’s thirty frescoes in the interior; the "Domnapf", a large wine-bowl, filled with every new bishop, and the park-like gardens, extending to the Rhine, with a curious representation of the Mount of Olives in stone (1509). — Of the Retscher or Palace, where 29 diets were held, only a hideous wall remains. — The Museum has many antiquities, Roman and German.

We traverse a less interesting country.

70 m. Langenbrücken, with noted sulphur baths, good in skin and pulmonary diseases (*Kurhaus).

76 m. Bruchsai (13,000) inhabitants. Hotels: Keller; Badischer Hof), the former residence of the bishop of Spires, whose palace has been converted into law courts.
STUTTGART.

Bruchsal is the junction for Stuttgart, via Bretten, Mühlacker (junction for Strassburg and Paris), and Bietigheim (for Heilbronn — see above). The Orient Express is run over the section between Mühlacker and Stuttgart, and goes on to Ulm (see p. 139), Augsburg, and Munich (Route 45).

Stuttgart (140,000 inhabitants), the capital of Württemberg, lies pleasantly among vine-clad hills in the Nesselbach valley, the Neckar being 2 m. distant at Cannstatt. The name is derived from "Stutengarten," stud-garden, established here in the 13th c. by a duke of Württemberg, it is said.

Hotels: *Marquardt; Royal; Dierlamm; Silber; Textor. — Restaurants at the hotels, at the railway station, and at the Tivoli; Zäch; Michoud; Kaiserhof. — Cafés: Bechtel; Residenz; Hollheimer; Café Königsbau. — Many beer gardens. — Theatre, daily; closed in summer. — Music (military), every day in the Schlossplatz; Silberburg. — Post-Office, opposite
the railway station. — **Tramway** to Berg and Cannstatt (see below). — **Cabs**: ½ h., for 1—2 p., 60 Pf.; 3—4 p., 80 Pf.; ½ h., 1 M. or 1.20 M.; 1 h., 1.80 M. or 2.10 M.

**British Chargé d’Affaires. American Consulate.** — **Newspapers at the Museum** (introduction).

**English Church service**, Olgastrasse; **Wesleyan**, Sophienstrasse; **Methodist**, Cannstatt.

**Principal Attractions. Residenzschloss**, in the Schlossplatz, to which the fine Königsstrasse leads. It is in the Renaissance style, built in 1746—1807, and contains 365 rooms. The principal ones are shown (small fee). Numerous works of art (Bacchante and Venus, by Dannecker; another Bacchante, by Thorwaldsen; Gladiator, by Canova; plenty of choice Sévres, Meissen, etc. china). To the Residenzschloss belong the beautiful and extensive **Palace Gardens.** — **Altes Schloss** (1553—70), containing the Government offices. The curious inner court, surrounded by galleries, has an equestrian statue of the first duke, count Eberhard. — **Königsbau**, with arcades, etc. — **Prinzenbau** (residence of the Crown-prince), with the Hofkellerei. — **Stiftskirche** (15th c.), with 11 tombs of counts of Wurtemberg (1265—1519). Thorwaldsen’s statue of Schiller stands outside. — **Jubiläumssäule** (Schlossplatz) of grey granite, 59 ft. high, by Hofer, erected in 1841, between two bronze fonts, in honour of the 25th anniversary of the King’s accession. — **Museum of Natural History** (open daily), with a fine collection of antediluvian animals found in Wurtemberg. — **Public Library**, with 500,000 vols. (8,000 Bibles, in 100 languages), and some 3,500 MSS. — **Museum of Antiquities.** — **Cabinet of Medals.** — **Picture-Gallery** (Kunstmuseum), open always, with or without the silver key. There are good paintings (880), etchings, Thorwaldsen’s collection of casts, etc. Hofer’s statue of King William (outside). — **Academy** where Schiller studied, when it was the “Carlsschule”. — The **Schillerhöhe**, **Uhlandshöhe**, and **Degerloch**
(toothed railway thitherward) are popular resorts with pretty views; so are the Stadtgarten (concerts) and the Silberburggarten, belonging to the Museum (see above). — Visit Hohenheim (omnibus), with a well-known agricultural school in the former ducal palace; Berg, with a royal villa in Renaissance (pictures, etc.), and Rosenstein, another royal villa in Greek style (tickets, obtainable at the Altes Schloss, are necessary for the two latter).

To Cannstatt, a pretty suburb of Stuttgart, with 20,000 inhabitants (Hotels: Olgabad; Bellevue; Bahnhof), the train, piercing the Rosenstein hill by a long tunnel, and crossing the Neckar, takes you in about seven minutes. Its cold mineral springs, 40 in number, discharging 800,000 cubic feet of water a day and containing sulphur, carbonic acid, and iron, were already known to the clever Romans, who, no doubt, tried to cure their indigestions here. One of them, the Inselquelle, is on an island in the Neckar. Fine Kursaal, with Halbig's equestrian statue of King William in front. Many walks. The Moorish Wilhelm a palace of the late king, which cost upwards of 3,000,000 florins, is well worth inspection. Admission tickets must be obtained beforehand at the Altes Schloss in Stuttgart. Good views from the Burgholz and from the Solitude, a deserted ducal manor.

From Stuttgart the railway goes on to the old fortress of Ulm (36,000 inhabitants. Hotels: de Russie; de l'Europe; Baumstark), reached by express in about 2 h. It lies on the Danube, with a bridge to Neu-Ulm. It has a grand Gothic Cathedral (1377) with carved doors and stalls, a fine pulpit and font, the Sacramentshauslein (a Gothic pinnacle), a spire 529 ft. high, completed in 1890, the loftiest in the world; a picturesque town-hall, etc. Ulm is famous in history by the capitulation of Mack, with 30,000 men, to Napoleon in 1805. Biberach, birth-place of Weiland, lies close to Ulm.

To those that have time, I recommend a trip by rail (115 m.) to Immendingen, through a beautiful part of Swabia, past the romantique Lichtenstein Castle
on a bold rock, surrounded by precipices, and past Tübingen (13,000 inhabitants), with a famous university (1000 students). The former, built by Heideloff for count William of Wurtemburg, has some valuable paintings by Holbein, etc., the latter, birth-place of Uhland and of the famous Tübinger School of sceptics, possesses two seminaries, curious tombs of Wurtemberg princes in the Protestant church, a town-hall (with an outside pulpit to harangue the people from the first floor), and a castle (Hohen-Tübingen) on a height, now the observatory. Fine gateways lead to it, and to the rich library. From Tübingen heights the Hohenzollern castle, cradle of the Prussian royal house, is visible. Hohenzollern itself, belonging to Prussia, forms two small principalities, Hechingen and Sigmaringen.

101 m. Durlach, once the capital of the margraves of Baden-Durlach, whose ruined castle crowns the Thurmberg. A fine avenue of venerable giant-poplars, 2 m. long, leads from Durlach to Carlsruhe.

A branch line, worked from Carlsruhe, takes you in 35 min. to Pforzheim (25,000 inhabitants), a manufacturing town, with an interesting Schlosskirche, on a hill. It is the junction for Wildbad (4,000 inhabitants). Hotels: *Klumpp; Frey; de Russie; Bellevue; Post; *Badhotel, with restaurant, baths, etc.), reached in about 1 h. from Pforzheim, whenever trains connect. Wildbad, which lies romantically in the Enzthal (1,300 ft. high), one of the prettiest parts of the Black Forest, is a secluded but popular watering-place (7,000 annual visitors). The Government baths (90—100 Fahrenheit) contain chiefly brine, and are good, for rheumatism, gout, skin diseases, etc. Handsome Kurhaus and Badehaus. Public baths cost 1 M. each person; private, 1.80 M. There is a free bath for poor people, and a visitors’ tax for the well-to-do (12 M.). Plenty of music, walks, and excursions into the Black Forest, a famous district of Baden and Wurtemberg, bounded by the Rhine on the West. Presently, I shall briefly describe two of the best routes through it (see under Rastatt and Offenburg), but to do full justice to its merits would require more space than I can spare.
CARLSRUHE.

Read Berthold Auerbach's "Schwarzwälder Dorfgeschichten", which so graphically illustrate the rustic manners of the inhabitants, and Séguin's "Black Forest".

104 m. Carlsruhe (73,000 inhabitants), the capital of the grand duchy of Baden, near the Rhine. The name means "Carl's Rest". It is a clean but dullish town, nearly new, as it originated in 1715, and built like a fan from the Palace.

Hotels: *Germania; *Victoria; National; Grosse; Prinz Max; Stoffleth; Bahnhof; Erbprinz. — Restaurants: Stadtgarten; Krokodil. Also at the hotels. — Newspapers at the Club (introduction by a member). — Tramway through the town. Steam tramway to Durlach (see above). — Cabs: 1—2
p., $\frac{1}{4}$ h., 50 Pf; 3–4 p., 60 Pf.; $\frac{1}{2}$ h., 90 Pf. and 1.10 M. Two-horse vehicles cost a little more. After 8 p. m. in winter, and 9 p. m. in summer, the tariff is doubled. — Post-Office, Ritterstrasse. — Theatre 4 t. a week; closed in summer. — English Church service, Diaconesses’ Home.

Principal Attractions. Schloss, built in 1754 by the margrave Charles Frederic. Fine view from the Bleithurm. Schwanthaler’s bronze statue of the grand duke Charles Frederic (1844), in the courtyard. The fine royal park contains also a botanic garden. — Museum (nearly always open), with some good pictures, ancient and modern, and frescoes by v. Schwindt. — Vereinigte Sammlungen (Friedrichsplatz, a fine square), containing antiquities, minerals, etc., and a library of 100,000 vols. — Monument of the margrave Charles William, founder of Carlsruhe, in the Market-place. — Old and New Cemetery, the former with the royal Prussian monument to the memory of Prussian soldiers, fallen in the struggle against the Baden insurgents (1849).

We traverse a fertile region, abounding in grain and tobacco.

104 m. Rastatt (13,000 inhabitants. Hotels: *Kreuz; Löwe), an old fortress on the Murg, where two important European congresses were held, in 1713 and in 1797—99. It was after the latter that the French envoys were mysteriously murdered by unknown hands outside the Rheinau- thor, where a monument marks the spot. There is a large sandstone palace, the former residence of the margraves of Baden-Baden (until 1771), now a barrack. Fine view from the Belvedere.

Rastatt is a good starting-point to explore a beautiful part of the Black Forest. I can only give an outline of this delightful trip. Take train to Gernsbach (Hotels: Kiefernadelbad; Speirer; Gerber), reached in 40 minutes. On the way you pass the Favorite (see post, under Baden-Baden). At Gernsbach mount the coach (twice daily) for Schönmünzach, a delightful drive through the charming Murgthal. From Schönmünzach you may return (on foot or on horseback) to the Baden
railway at Achern (see p. 145), after ascending the Hornisgrinde (3,398 feet), with a tower, which allows a magnificent vista all round, and descending again to the Mummelsee, a small and dark mountain lake, without fish, surrounded by firred heights. This latter trip will take the better part of a day, even without including a visit to the Allerheiligen abbey and the seven waterfalls of Büttenstein. If you want to see these as well, you should pass the night at Ottenhöfen (Hotels: Linde; Pflug), and proceed the next day. Our train crosses the Murg, and reaches 125 m. Oos, junction for Baden-Baden, but 3 m. distant.

**Baden-Baden** (14,000 inhabitants), a celebrated watering-place, charmingly situated in the narrow Oosthal, and on the slope of a hill, the Schlossberg, which belongs to the Black Forest range. It is the Roman Aurelia Aquensis, and called Baden-Baden to distinguish it from other, similarly named, places. Season, July-September, when 50,000 visitors (English, American, French, and Russian mostly) fill the hotels, the pensions, the lodging-houses, and the private apartments.

**Hotels:** *de Bade; Victoria; Continental; Royal; d'Angleterre; Stephanienbad* (with two dépendances); *Bellevue; de Rome; Minerva; de St. Pétersbourg; de l'Europe; de Hollande; Messmer* (with three dépendances); *de France; Zähringer Hof*. All good, but dear during the season. A little less: *Germania; Stadt Baden; Stadt Strassburg; de Bavière; Deutscher Hof; Darmstädter Hof; Hirsch*. The larger hotels are open all the year round.

**Restaurants and Cafés:** Conversationshaus; Krausbeck; Mangin. Also at the hotels. Good wines at Krausbeck's, and at the Gold. Kreuz. Affenthaler is the favourite red wine; also try Markgräfler. Many beer-houses.

**Theatre:** twice weekly during the season. — **Balls** (weekly). — **Music.** The band plays every morning and evening near the pump-room; **vocal concerts** (once a month). — **Races,** near Oos (August-October). — **Newspapers** in the Conversationshaus (reading-room).

**Visitors' tax,** 8 M. a month, for one person;
2 p., 14 M.; 3 p., 18 M.; each p. more, 4 M. For a year: 1 p., 20; 2 p., 30; 3 p., 36 M. The payment of this tax entitles the payers to tickets, giving them the right of attending all concerts, réunions, etc. The fortnightly „Kurtaxe” (5 M. each) and the daily tickets (50 Pf.) admit the holders to concerts only.

Cabs: ½ h., for 1—2 p., 90 Pf.; 3—4 p., 1½ M.; ½ h., 1.40 M., or 2 M.; 1 h., 3 or 4 M. There is a special tariff after 8 p. m. in winter and 9 p. m. in summer. For tours to the surrounding country, bargain — if you can; the tariff is useless. — Post-Office, Leopoldsplatz. — English Church.

Principal Attractions. More than in other watering-places, perhaps, they consist at Baden-Baden of the surroundings of the Kursaal, here called Conversationshaus, and of the surroundings of the surroundings. The Conversationshaus, with a Corinthian portico, fine rooms, and park-like grounds, is a fine remnant of the roulette days, to which Baden-Baden owes much of its present attractions. Of course all life, high or low, centres in the Conversationshaus, which dates from 1824, if not at the Neue Trinkhalle (1842), with Götzengerber's Black Forest legends (14 frescoes), where the early water drinkers digest their “mineral”, promenading, and listening to the band, or (in the afternoon) in the Lichtenthal Allee, the Rotten Row of Baden-Baden. The best shops are near the Conversationshaus. — There are some thirty hot springs (37—54° F.), the principal one being the Ursprung, with a temple-like building over it. The Romans knew them, as testified by their works. The daily supply (25—30,000 cubic feet) is largely in excess of all requirements. The multiform baths are mainly at the large Friedrichsbad. — Neues Schloss, summer residence of the grand dukes of Baden, with rightfully curious subterranean dungeons and torture-chamber (small fee). — Catholic Parish Church, with the tombs of the margraves. — Russo-Greek Chapel (1866), built by Prince M. Stourdza for a monument to his son. — Altes Schloss (12th c.), on a hill overlooking the town (an hour's walk; carriages and horses). The French demolished it in 1689, and now
admire the ruins. Fortunately they could not ruin the view, which is very fine. — Numerous walks to surrounding hills: Ebersteinburg, Jagdhaus, Mercuriusberg, Yburg, etc. — Excursions to Lichtenthal, with an interesting convent; Neu Eberstein ("Eber" is boar), a feudal castle, with modern residence, belonging to the Grand Duke, and perched upon a high rock in the Murgtal (see p. 142); the Favorite (6 m.), a margravial manor near Rastatt (see p. 142), now deserted. Here the fine and famous margravine Sibylla, who was so fond of her own features that she had some 60 portraits of herself made, passed her days in self-adoration first, then in adoration of things higher and less worldly. She worshipped in a dungeon, contained in a kind of pagoda in the garden, slept on a bare mat, and dined with two wooden figures, representing the Virgin and St. John. These dolls had dinner put before them, and as they declined to partake of it, presumably because it was so bad, it was given to the poor.

114 m. Steinbach, at the foot of the Yburg, where Erwin, the architect of Strassburg Cathedral, was born (statue, on a height).

119 m. Ottersweier, with the small watering-place of Hub, in the Hubthal. Turenne was killed (1675) at Sasbach (obelisk).

122 m. Achern (stopping-place for Allerheiligen; see p. 143).

129 m. Appenweier, junction for Strassburg (Route 9), and for Oppenau (12 m. E.), close to which lies Petersthal (Hotel: Bär), the largest of the much-frequented watering-places in the Reuchthal, the so-called "Kniebisbäder" (1,400 ft. high). Here is a diligence to Freudenstadt, through charming country, whence rail to Stuttgart.

134 m. Offenburg (7,500 inhabitants. Hotels: Bahnhof; Schwarzer Adler; Fortuna), at the entrance to the Kinzig valley. Statue to Drake, who first (?) introduced the potato.

Offenburg is the starting-point on that beautiful tour through the heart of the Black Forest, which has become a possibility since the Schwarzwaldbahn of the Baden State railways was completed, despite enormous engineering difficulties, and opened in 1873, at a cost of
more than a million sterling. This route is not only charming, especially between Hausach and Villingen, on which section the first-class passenger should by all means make use of the "Aussichtswagen", that costs nothing extra and procures him an uninterrupted all round view, it also forms the most direct way into the northern parts of Switzerland. Through carriages are run via Hausach, between Hanau and Lucerne, in the express trains, which perform the journey between Offenburg and Schaffhausen in less than five hours, and to Constance in 5½ h. Altogether, I prefer this mode of entering Switzerland to that via Bâle. Unfortunately, want of space compels me to the briefest outline.

Through the valley of the Kinzig, past picturesque Ortenberg and venerable Gegenbach, with a monastery, we reach Hausach, with the ruins of the Fürstenberg castle, junction for Stuttgart and Wolfach, for the well-frequented watering-place of Rippoldsau (Hotel: Göringer, often overcrowded), at the foot of the Kniebis, and one of the Kniebis Baths, already noticed. It is reached, by diligence, in about 3 h.; has five springs, the water (largely exported) being good in disorders of the liver, stomach, etc., and 1500 "Badegäste" annually. Charming surroundings. From Hausach, through numerous cuttings and tunnels, we commence our picturesque ascent to Sommerau, which lies 2,000 ft. higher than Hausach, by Hornberg (2,000 inhabitants. Hotels, usually overcrowded in summer: Post; Bär), a delightful spot, and by Triberg (2,100 inhabitants. Hotels: *Schwarzwald; Bellevue; Engel; Löwe; Wehrle. — Restaurant at the station), a great stronghold of international touristdom, in a romantic situation among precipices, and a somewhat important industrial centre ("Dutch" clocks!). Many walks and excursions. Good waterfall.

Soon we reach Sommerau and Villingen, near which is the source of the Neckar, whilst that of the "blue" Danube is popularly supposed to originate at Donaueschingen, 9 m. beyond Villingen, with the Fürstenberg palace and *park, but the real Danube only commences after the confluence of the Brege and the Brigach, 25 m.
from Donaueschingen, which boasts of a picture-gallery a great library, and an interesting armoury. We cross
the Danube and run through a tunnel, reaching Singen,
still in Baden, like Constance (15,000 inhabitants. Hôtels:
*Insel; *Hecht; Krone; Bodan; Halm; de Bade — Restau-
raants: Victoria; Post; at the hotels, and at the station.—
Cafés: Maximilian; Schnetzler. — English Church
service). It lies 112 m. from Offenburg, on the left bank
of the Rhine, which here flows out of the pale-green
Lake of Constance, or Bodensee, a rather disappointing
sheet of water (45 m. by 9 m.), with 160 m. of shore,
belonging to five different states. On account of its great
depth (250 meters between Friedrichshafen und Utweil),
it seldom freezes. Some 30 steamers navigate it between
the principal ports. Custom formalities on them are of
the most lenient description. Huss and Jerome of Prague
were burned (1415—16) at Constance, near Brühl, the spot
being marked by a large stone. Constance, formerly an
important free city (until 1548), afterwards belonged to Austria, and was ceded to Baden in 1805. The famous and infamous Council of Constance (1414—1418), that met to remedy the abuses of the Church, but ended by deposing popes and ordering the burning of heretics like Huss, in violation of their safe-conducts, held its sittings at the ancient Kaufhaus, near the harbour. Constance has an interesting Gothic Cathedral (1048—15...), with finely carved doors in the w. frontage, by Bainer, choir-stalls in the same style, a new tower, cloisters, and a valuable treasury (costly relics); a Museum (Rosgarten), with curious Hussite relics, fossils, and remains of lake-dwellings; a picture-gallery, and the house of Huss, who was imprisoned at the Gothic Dominican Convent, which subsequently was converted into the Inselhotel. — Excursion to the island of Mainau, with a summer chateau of the Grand Duke; fine view from the terrace.

From Constance you should make a trip on the lake to Romanshorn (4,000 inh. Hotels: Falke; Bodan), on a promontory, and to Rorschach (6,000 inh. Hotels: Seehof; Anker; Hirsch), one of the chief granaries of Switzerland. The Swiss North Eastern Railway runs along the shore to St. Margrethen, junction for Bregenz and the Vorarlberg line (Route 46), also, southward, for Coire (Route 18), by the United Swiss Railways. From Romanshorn the steamer takes ½ h. to Friedrichshafen (3,000 inh. Hotels: *Krone; D. Haus; Bellevue), a free port in Wurttemberg, and the terminus of the Ulm railway (see under Stuttgart, p. 139), whilst Lindau (5,600 inh. Hotels: de Bavière; Reutemann; Lindau; Krone), a Bavarian town on an island, connected with the mainland by a bridge and a railway embankment, is the lake harbour of the Bavarian State railway to Munich (Route 45). The steamer from Lindau to Rorschach is nearly an h. on the way. Romanshorn lies on the direct route between Zürich and Munich. It passes Winterthur (16,000 inh. Hotels: Löwe; Krone; Adler), an industrial town, the Roman Vitodurum, with a museum of antiquities and the Kyburg castle of the Hapsburgs. From here, the railway between Winterthur and Rorschach goes (in 2 h.) to St. Gallen (28,000
inh. Hotels: *Linde; Hecht; Stieger; Walhalla), the capital of the canton, in an elevated valley, a commercial and industrial centre of some importance, and one of the highest industrial towns of Europe (2,165 ft.). The Swiss curtains mostly come from here. The place owns its origin and very name — it is said — to an Irish monk, St. Gallus, who in the 7th c. founded the abbey, that afterwards grew famous as a great nursery of learning, and developed into a town, the abbots becoming powerful princes, having armies and large territories, which were sequestrated by the French Republic in 1805, whilst the abbey itself was suppressed. The remaining buildings comprise the Pfalz, which was the palace of the abbots (now a seminary), the modern Church, and the rich convent library, with valuable MSS. (1,400).

Excursion to the Freudenberg (2,804), with inn and fine view, also (by steam tramway of 3 m.) to Gais (2,495 inh. Hotel: Krone), a whey-cure resort of Appenzell, like Weissbad, in sweet surroundings, 2 m. from Appenzell (4,477 inh. Hotels: Hecht; Löwe), the thriving capital of the canton Inner-Rhoden, on the Sitter. From Gais you should work your way back to Rorschach by Trogen and Heiden (3,453 inh. Hotels: *Schweizerhof; Freihof; Paradies), the most important among the Appenzell whey-cure places, with many walks and excursions. It is connected with Rorschach by a rack-and-pinion railway of 41/2 m., running past the picturesque Wartegg castle.

Instead of proceeding from Singen (see p. 147) to Schaffhausen, I advise you to go to Constance first, and there take the Rhine steamer. Three hours may be agreeably spent upon the Upper Rhine, which, albeit not so fine as the Lower at Bonn and Coblenz, still has peculiar charms, whilst the steamers are good. You pass Arenenberg, the old castle of the duchess of St. Leu, aforesight “la reine Hortense” (of “Partant pour la Syrie” fame). Her son, the emperor of the French, resided here for some time. It was afterwards sold, but repurchased in 1855. The ex-empress Eugénie stays at the chateau, off and on. Arrived at Schaffhausen, in French Schaffhouse (12,000
inh. Hotels: Krone; Post; Müller; Riesen; Rhein), most travellers will, of course, at once "intrain" for Neuhausen, where the falls of the Rhine are, but this is a mistake, for Schaffhausen is an ancient and most picturesque Swiss town, with many quaint houses, and a Cathedral (Münster), originally an abbey, founded 1052—1100, which is well worth visiting, if only to look at the bell that inspired the "Lied von der Glocke". The Museum contains the far-famed onyx, which is supposed to date from Nero's time, but which is not generally shown. The castle, called Munot, crowns the hill overlooking the town, was built in 1564—90, and has a curious tower, into which it was possible to drive and ride over an inclined plane. The casemate walls are 18 ft. thick.

Neuhausen (a small village, with the following hotels: *Bellevue; *Schweizerhof; Rheinfall) lies 2 m. beyond Schaffhausen on the railway to Bâle (see 155). The way to see the "Hereinfall", as a disappointed German wag has baptised the European Niagara, is to cross the river above it by the railway bridge, and have a first glance at the falls from the terrace of the Hotel Schloss Laufen (1 fr. adm. for visitors not staying in the inn). Afterwards make your way towards the river, accompanied by the roar of its rush over the rocks. Visit the Pavilion, the Känzli, and the Fischetz, getting nearer and nearer to the falls, until, at the last-named place, you are face to face with the foaming "hell of waters", so much so, indeed, that you have to invoke the protection of waterproof coverings against the soaking spray from a sheet of water, 300 ft. broad, which throws itself from altitudes, varying between 50 and 60 ft., and discharges nearly 100,000 cubic ft. every second. The falls, which presumably did not exist before the 10th c., as they are not mentioned in any chronicle, are divided in their middle by a rocky pillar, which seems doomed to destruction, sooner or later. Meanwhile (if you are fond of sensation, and not over-nervous) you may allow yourself to be rowed to that rock, on the top of which you actually stand in the midst of the raging cataract. Strike a bargain with the boatmen
THE FALLS OF THE RHINE AT SCHAFFHAUSEN.

(4—5 frs. is enough). In any case you should recross the river by the ordinary ferry (50 c. each), to the so-called Castle of Wörth, on an island, practically an inn, with an exhibition of knick-knacks (dear!) and a camera. People here are determined that you should study their falls from every point of view, and that you ought to pay for it. This is their point of view, and I do not say that it lacks common sense. Only, with such notions, the Rheinfall is more of a windfall to the whole neighbourhood than of a waterfall. I hope nobody (not even my old friend Burnand) will call this a “happy thought”. It sounds more like a mauvaise plaisanterie. From the island, a bridge leads to the shore, and a path from the shore to the Schweizerhof, through the busy village, and back to the station. Tourists from Switzerland should get out at Dachsen station, sending their luggage to Neuhausen, and proceed to Schloss Laufen by omnibus
or on foot. The whole inspection will take about 2 hours. If not satiated by it, remain overnight to see the falls illuminated.

We will now resume our journey to Bâle, which we had interrupted at Offenburg (p. 145). Beyond (146 m.) Dinglingen, appears to the W. the blue outline of the Vosges mountains. At (151 m.) Orschweier (3,000 inh.), we are close to Ettenheim, where the duke of Enghien was treacherously seized in 1804.

164 m. Emmendingen, with the extensive ruins of the Hochburg, and a branch line to Waldkirch, near which are the ruins of the Kastelberg. Those of the manor of the dukes of Zähringen is passed on the way to

174 m. Freiburg-im-Breisgau, in contradistinction to other Freiburgs or Fribourgs (48,000 inhabitants. Hotels: *Freiburger Hof; Europäischer Hof; Zähringer Hof; Wilder Mann; Zum Geist; Föhrenbach; Thomann; Victoria. — Restaurants at all of them. — C abs: from the station into the town, 1 p., 50 Pf.; 2 p., 90 Pf.; 1/4 h., 2 p., 50 Pf. English Church service, in the E. chapel, Kaiserstrasse). The ancient capital of the Breisgau, which for 4 centuries belonged to Austria (until 1805), lies picturesquely at the entrance of the beautiful Höllenthal, on the Dreisam. Its magnificent *Cathedral, the only large Gothic church in Germany in a finished state, dates from 1152, but the most beautiful portions (west front, sculptured porch, and tower 380 ft. high) are of a later epoch (13th c.). The oldest parts are the transepts. The architects are unknown. See the monument of the duke of Zähringen (Berthold V); Kempf’s carved pulpit (1561); Hauser’s sculptures; the figure of the Virgin in St. Martin’s chapel, who protects the numerous Faithful with her cloak; the *stained glass in the windows; Grün’s elaborate painting over the high altar (16th c.); 2 Holbeins in the University chapel, and ascend the tower (25 Pf.), for the sake of the view and the exquisite stone-work in the spire. — Further attractions are the Kaufhaus, a curious 16th c. building on pointed arches and with large frescoes of Charles V, and others; the University, with some 300 students, founded in 1457; the ancient Gothic fountains in the Kaiserstrasse; the Von Werder monument there; Berthold Schwartz’s sandstone statue in the Franciskanerplatz, representing
the pious man trying to blow himself up with his own gunpowder (14th c.), a folly in which he succeeded but too well; finally, the Schloßberg (½ h.), which affords a grand panorama.

Excursion to Neustadt, a railway journey performed in about 2½ h., but I recommend walking through the glorious Höllenthal, at least through a portion of it, past the wildly romantic Hirschspring, in the narrowest part, to the Stern inn, from where the Feldberg, the highest summit in the Schwarzwald, may be climbed in about 3 h. Near Neustadt is the Titisee, a small lake.

From Freiburg a branch railway takes one in about 1½ h. to Colmar (Route 9); it passes Alt-Breisach (4,000 inh.), with a Gothic cathedral on a height, containing a beautiful altar-screen in carved wood (16th c.). The Rhine must be crossed for Neu-Breisach.

192 m. Müllheim, junction for Badenweiler (600 inh. Hotels: *Römerbad; Sommer), a small but rising spa, whose thermal waters (80 F.) are efficacious in gout, rheumatism, etc. It lies 1,400 ft. above sea-level, surrounded by pretty scenery, and covered by the ruins of a castle, behind the convenient Kurhaus, which possesses the usual "distractions." The feature of Badenweiler is the Roman bath, discovered in 1784, and proving beyond cavil that the people from Rome were acquainted with this spot, and knew what they were about. It is 324 ft. long, by 100 broad, and comprises public and private bath-rooms, dressing-rooms, etc. There is no lack of excursions at Badenweiler—to Oberweiler and Niederweiler, two diminutive watering-places; to the Blauen (3,600 ft.) and to the Belchen (4,640 ft.), two mountain-tops easily accessible (6 m.), and with fine panoramas.

After running through three tunnels, we pass Leopoldsöhre, the Baden custom-house, and enter the Swiss territory at 213 m. Bâle, in German Basel, in Italian Basilea (82,000 inhabitants), the capital of the canton Stadt Basel, the surrounding country being the canton Basel-Land. The town lies on the left bank of the Rhine; an old wooden bridge (680 ft. long), between two others, leads to a suburb
on the right bank, called Little Bâle. Bâle, which has a Roman origin, rose to great fame and power in the middle ages, and during the Reformation, partly owing to its university, where Euler and Bernouilli (both natives), and Erasmus and Paracelsus taught. The great Council sat here in 1431—1443. The town, until then a free city, joined the Confederation in 1501. Many convulsions preceded the disastrous separation of Basel-Stadt and Basel-Land in 1833, but the place is now rapidly regaining its former position of wealth and commercial power. It is the centre of an important ribbon trade.

Hotels: *Schweizerhof; Victoria; National; *Euler; St. Gotthard — all five near the Central railway station —; des Trois Rois (in the town, with a view on the Rhine and the old bridge; comfortable, but dear; *Weisses Kreuz (on the river); Central; Métropole; *Storch — all three in the town —; *Kraft; Baseler Hof — both near the Baden railway station. — Restaurants and Cafés: Kibiger; Bühler; Veltlinerhalle
(good wines); Sommercasino (garden: music); Theate-
reafé; des Trois Rois; Stadtcasino; National. Restaurants
at all the hotels; at the Central station, and in the
Zoological Gardens (music on Sundays in the summer).
Cabs: from one station to the other, for 1—2 p.,
1.50 fr.; 3—4 p., 2.50 frs.; ½ h., 1—2 p., 80 c.; 3—4 p.,
1.20 fr.; ½ h., 1—2 p., 1.40 fr.; 3—4 p., 2.10 frs. After
10 p.m, 3 frs. for ½ h. and 1—4 p. — Omnibus
between the stations. — Post-Office, Freienstrasse.
Railway Stations. The Central railway
station is practically the only one, from which all the
international trains to Swiss, French, and German stations
depart. The Baden railway station, in Klein-Basel,
connected with the Central Station by a loop-line, serves
principally for some trains to Heidelberg and Schaffhan-
sen, via Waldshut (see p. 150).
American Consulate. — English Church
service in the Trois Rois hotel. — Reading
club (Lesegesellschaft), near the Cathedral.
Principal Attractions. Cathedral (Mün-
ster), always accessible, with or without fee, a picturesque
Gothic building of red sandstone, begun by the emperor
Henry II in 1010, but rebuilt after an earthquake in
1356, and restored about 30 years ago. It has many
quaint sculptures and statues; a remarkable pulpit in carved
stone (1486); several monuments and tombs, among them
that of the empress Anne, consort of Rudolph of Haps-
burg (1281), and that of Erasmus (who lived near this
cathedral), opposite an ancient font. In the raised choir
the fruitless deliberations of the great Council were
held, whilst committees met in the chapter-house, now
a museum, with curios, old furniture, etc., and frescoes
(“Dance of Death”), wrongly attributed to Holbein. See
the grand *cloisters, where all important burials took
place until lately. They lead to the “Pfalz”, a terrace
planted with chestnuts, 75 ft. above the Rhine, whence
the view is very fine. — Museum, Augustinergasse
(between the Münsterplatz and the Rhine bridge), al-
ways open, with or without fee. It contains pictures,
antiquities, natural history collections, etc., also a library
of 100,000 vols., with the forgotten acts of the great
Council in 3 portly folios. The paintings include the wonderful collection of Holbeins by his friend Amerbach ("Passion of Christ", in 8 compartments; portraits of wife and children, Erasmus, Froben, and Amerbach — masterpieces all), besides numerous *drawings (Meyer family heads, for the famous Dresden madonna, etc.). There are also choice portraits, by Cranach; cartoons, by Cornelius, and drawings, by Dürer. Holbein lived at Bâle in 1520—1526. — University (1460) — Gothic Town-hall, with curious rooms and "Rathsaal", showing the wood-reliefs, by Giger. — Spahlen th or, an interesting mediaeval remnant. — Spahlerbrunen, a quaint fountain — Zoological Gardens, with a valuable collection of Swiss animals (50 c.). — Excursions to the salt-works of Schweizerhalle; Arlesheim, the ancient residence of the bishops of Bâle, and Schloss Bir seck, with fine gardens.

SWITZERLAND.

(Compare: V. Tissot, "Unknown Switzerland" (from the French); Coolidge, "Swiss Travel"; Manning, "Swiss Pictures"; Leslie Stephen, "The Playground of Europe"; Peyer, "Geschichte des Reisens in der Schweiz"; Töppfer, "Voyages en Zigzag" (1st and 2nd s.); "The Story of the Nations"; "Switzerland"; "Idyllic Switzerland", in "Blackwood", May, 1891; "Switzerland and the Swiss", in "Harper's Magazine", Nov. 1890. For Alpine studies, consult Prof. Tyndall's "The Glaciers of the Alps" and "Montaineering in 1861"; Prof. Ruskin's "Modern Painters"; also the annals of Alpine clubs, British and foreign Mountaineers should procure I. von Tschudi's "Schweizerführer", the best in existence, but only procurable in German).

The Helvetia of the Romans, a Federal republic of Central Europe, situated between 45° 50'—47° 84' N. lat. and 5° 58'—1 0° 30' E. long. It is composed of 22 cantons, of very dissimilar size, united under a constitution, dated 29 May, 1874, and comprises a total area of 15,981 square miles, with a population of 2,933,334 in 1888, who are divided between Roman Catholics, 41 per cent, and Prot-
estants, 58 per cent, Jews numbering 7,400, and others 11,000. The population is formed by three nationalities, distinct by their language, as German 71 per cent, French 21 per cent, Italian 6 per cent, and Romanshe (in the Grisons), 1\frac{1}{2} per cent. The most considerable cities are Zürich, Geneva, and Bâle. It is the most mountainous country in Europe, having the Alps, covered with perennial snow and glaciers, rising from 5,000 to 15,213 feet in height, not only along the whole of its southern and eastern frontiers, but throughout the chief part of its interior; and the Jura mountains in the North-West. Agriculture is followed chiefly in the valleys, where wheat, oats, maize, barley, flax, hemp, and tobacco are produced, and nearly all English fruits and vegetables are grown. The forests cover about one-sixth of the whole surface. The manufactures consist chiefly of silks, cottons, linen, lace, thread, woollens, etc. Clocks and watches have long been the staple products of Geneva and Neuchâtel, while leather, gloves, pottery, tobacco and snuff, cheese, etc., are made. Being an inland country, the direct trade with the U. K. is comparatively small.

The military establishment on a war footing, including Landwehr, consists of 206,285 men — staff 1,015, infantry 161,074, cavalry 5,719, artillery 27,622, engineers 6,708, others 4,147. To this number must be added the Landsturm, or final reserve, of 262,766 more.

The legislative power is vested in a Parliament, consisting of two chambers, a National Council of 145 members, and a Council of States of 44 members; both chambers united are called the Federal Assembly, and the members of the National Council are elected for three years, an election taking place in October. The executive power is in the hands of a Federal Council of 7 members, elected by the Federal Assembly, presided over by the President of the Confederation. The President has a salary of £ 540; the Vice-President and other members of the Federal Council £ 480 each. The members of the Federal Council are elected for three years; each year the Federal Assembly elects from this Council the President and the Vice-President; they are elected for one year, the five other members for three years. Not more than one of the same canton may be elected member of the Federal Council.
Public revenue, 1890, £2,704,850; expenditure, £2,667,535; national debt, 1890, £2,166,920; imports, 1889, £38,169,145; exports, £28,075,794.

Railways. The first railway dates from 1855. Nearly 2,000 miles were open in 1889. They belong to private companies, and the first attempt to establish State railways was signally defeated by a popular vote (1891). Some of the former have, however, received certain State privileges, and even subsidies. The first- and second-class carriages (upon the American plan, except in the French cantons) are excellent, and fares reasonable. There is no free luggage, and no return of money in case of coupons lost, or not used. A special and interesting feature of Swiss railways are the Alpine lines, which, inaugurated upon the slopes of the Rigi, keep multiplying in every direction. No mountain top, however lofty or snow-clad, is now secure against the aggressiveness of engineers and promoters. Even the hoary head of the Jungfrau they decline to respect, and they will not rest until proud Mont Blanc itself becomes an easy prey to the cog-wheel tourist, going up to the Peak hotel, 15,500 feet high, for the setting and rising sun. Prof. Ruskin must feel enraged sometimes when he reads of the conquests of his cordially detested "fiend", and Switzerland, covered with toothed railways is, indeed, not a toothsome prospect, but what is to be done? Nothing will stop the promoter, unless the tourists decline to use his railways, and that is far from probable.

Coaches. The federal post, organised in 1852, with its centre at Bern, and eleven branch-offices is well managed. The diligences (coaches), running on all routes where railways do not yet exist, transport mails, goods, and passengers, the latter at a low fare, averaging 25 centimes a kilometer in the intérieur, 30 centimes a kilometer in the coupé (enclosed front-seats) and on the banquette (outside seats on the top) upon all mountain routes, the lowlands' fares being somewhat less. The coupé offers no doubt the best seats, the intérieur seats being considered inferior. As for the banquette, opinions differ. It certainly affords a splendid lookout, but it has also decided disadvantages. In bad weather, its protection is inadequate, and with dry weather one is parched, or smothered in dust. Seats may be
booked in advance for a certain day, and from the departure booking-office; the exact fare must be deposited, or forwarded by letter. This is rather awkward sometimes; the author, therefore, recommends you to write or telegraph to the proprietor of any well-known hotel on the spot, who will, as a rule, be found quite willing to book seats for you, holding the ticket or tickets, until your arrival. Should you not have any seats for a certain diligence, it is wiser to wait until the starting time, because comfortable landaus are frequently supplied at intérieur rates, whenever the coach is full. A rush for seats, therefore, cannot invariably be called a commendable policy. Luggage is somewhat expensive. On the Alpine routes, each passenger is only allowed 10 kilograms free, and 15 kilograms in the lowlands. In the busy season, whenever a coach starts early in the morning, all heavy luggage should be booked the night before, or you risk its being detained. Return-tickets, available for 3 days, are issued at a reduction of 10 per cent, and season tickets for ten courses, available for 3 months, at a reduction of 20 per cent.

Alpine Coach Routes. The principal ones are the following: Simplon, from Brigue to Domo d'Ossola, in 8 h. 40 min.; Furka, from Brigue to Andermatt and Göschenen, in 14 h.; Oberalp, from Göschenen to Disentis and Coire, in 13 h.; Maloja, from Chiavenna to Samaden, in 9 h.; from Samaden to Schuls, in 5½ h.; from Schuls to Nauders in 4 h.; Schyn-Julier, from Coire to Samaden, in 14½ h.; Albula, from Coire to St. Maurice, in 14 h. 40 min.; Splügen, from Coire to Chiavenna, in 13 h. 10 min.; Bernardino, from Splügen to Bellinzona, in 8 h. 35 min.; Lukmanier, from Disentis to Biasca, in 8 h. 45 min.; Landwasserstrasse, from Coire to Davozplatz, in 11 h. 10 min.; Fluela, from Davosplatz to Tarasp and Schuls, in 6½ h.; Bernina, from Samaden to Tirano, in 7½ h.; from Tirano to Bormio, in 6 h.; Stelvio, from Bormio to Mals, in 11½ h.

Posting. You can post at any time by the federal post ("Extrapost"), the charge being 50 centimes per horse, and per kilometer, besides 20 centimes per kilometer for the use of the vehicle, and other extras, such as Vorspann, which means a additional horse for uphill work. Altogether,
the name of "Extras-Post" is not badly, if ominously, chosen. It is better (cheaper) to hire a private conveyance, and this is still done by many people, who prefer the old and quiet mode of travelling to the modern method of rushing, steambound, through everything. Unfortunately, the latter Lohnkutscher and voituriers (vetturini) are no longer what they used to be in times gone by. The superior men have turned railway conductors and ticket collectors, leaving the field to second-rate coachmen that are merely the hirelings of jobmasters, and not the owners of the vehicles they drive, as formerly. A few of the old stagers may still be found, but they are getting scarce like millionaires. In engaging a voiturier, it is best to trust to your good luck. Recommendations are seldom to be relied on. For short tours a verbal agreement is sufficient, but for longer journeys a written contract, minutely setting forth every detail, becomes desirable. In the latter case, a payment on account is generally expected. A good Einspänner will cost you about 20 frs. a day of 12—14 hours; a Zweispänner, about 30 frs., besides Trinkgeld. You have, moreover, to pay for the return journey of the driver to the place whence you started, at the rate of 12 h. a day. Such a driver will sometimes hang on, before returning, in the hope of picking up another party going in his direction. Should you meet with a man like that, you may be able to have a cheap carriage tour. In many places, however, coachmen are not allowed to carry "returns". The law forbids them to change horses on the road. This is a Government privilege.

Montaineering. My book being mainly a guide for railway travellers, I cannot find space for a long digression on montaineering in Switzerland. I will only give a few hints to beginners, because I have covered a large portion of that country on foot. Provide yourself with strong boots (to be "piked" for tours on glaciers and snow mountains), flannel shirts, a good knapsack, a solid Alpenstock, and a light overcoat, to be slung over the shoulder, under the knapsack straps. A sunshade, for marching in a blinding and scorching sun, is useful but cumbersome. Umbrellas I have also found a nuisance, and a mackintosh cannot be healthy. If you wear flannel, a serviceable tweed suit, and
“knickers”, rain cannot harm you. Take a little household medicine with you, good brandy for rubbing stiff joints and inside comforting, glycerine for sore feet, etc. The principal rules for beginners are — first, to commence early, the earlier the better, and to get a good rest after breakfast on the road; second, not to attempt too much in the beginning, and to gradually increase the daily quantum of walking; third, never to sit down immediately after a walk; fourth, to walk with a brisk pace only on level ground or downhill, but with slow and measured steps uphill. The latter rule is most important. Mountain-climbing cannot be “rushed”. For the rest, I refer you to Donkin’s “Hints for Travellers”, Iwan von Tschudi’s “Schweizerführer (already referred to), John Ball’s valuable “Alpine Guide” (for more advanced mountaineers), and Dr. Allbutt’s paper on the “Health and Training of Mountaineers,” in the Alpine Journal, for August, 1876, from which I take the following: — “Growing lads and women should not attempt too much at a time. Small eaters must be content with fewer excursions than others. Honey (carried in a hollowed loaf), chocolate, raisins, milk, are all nourishing. Do not, on any account, overload the stomach. Alcoholic drinks are poison to a climber. A good wash with soap and water is always refreshing. A few drops of ammonia, in a glass of water, makes a good lotion. Cold cream is better than glycerine. For a white frost-bite, rub first with snow, then cold water. For sickness and diarrhoea, take, three or four times a day, a mixture of carbonate of soda, 20 grains, and of syrup of ginger and tincture of rhubarb, each a teaspoonful. A simple antidote is half a wine glass of good cognac, repeated if necessary. For constipation, take two or three grains of rhubarb, at meals. Rest is best for sprains and bruises; arnica is a ‘ticklish remedy.’ If caught in a snow-storm, build a snow hut, leaving a hole for breathing; it will be found sufficiently warm. Sucking a lemon, now and then, is the best thing when ascending a mountain.”

I want to add that not only alcoholic indulgences but much drinking generally is bad for climbers, as it weakens the system. Snow water should be particularly shunned. It almost always brings on inflammation of the throat and mountain fever. Crede exper to!
Guides. Frequently useful in ordinary excursions, they are indispensable in mountain tours. In many ways, the Swiss guides cannot be surpassed for honesty, endurance, and skill. Their chief centres are Coire, Interlaken, the Engadine, the Rhone valley (Zermatt), and Chamouny. At all these places they have to undergo a special training; they are working under a tariff, fixed by the authorities, and may, therefore, be relied on. For ordinary excursions, the usual pay is about 6—8 frs. a day, and half as much again for the return journey. Some of the payments for guides on extraordinary tours will be noted further on.

Swiss Alps. They may be divided into 1. Pennine Alps, from Mont Blanc to the Matterhorn and Monte Rosa, including the passes of Great St. Bernard and St. Théodule. 2. Helvetic Alps, from Monte Rosa to the Bernardino Pass, in the Grisons; taking in the passes of the Simplon, St. Gotthard, and Lukmanier. 3. Rhaetic Alps, from the Bernardino eastward; taking in the passes of the Splügen, Septimer, Maloja, Julier, Albula, Flüela, and Stelvio (Wormser Joch). The highest points are the Matterhorn (Mont Cervin) and Monte Rosa, on the Italian border. Mont Blanc is half outside Switzerland, on the border line of French Savoy and Italy. The highest point of the Alps, actually within Swiss territory, is the Mischabel, near Saas (14,935 feet). About 1-18th of the surface is covered with glaciers (in German Gletscher), to the number of 400; the largest, the Aletsch glacier, is 5 leagues long. They are the sources and great feeders of the rivers, and are marked by moraines, which, falling from the heights, are gradually transported by the movement of the ice.

Mountains and Passes. Heights above sea-level:

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<td>Gr. St. Bernard (Pass)</td>
<td>8,130</td>
<td>Mönch</td>
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<td>Mt. Blanc</td>
<td>15,780</td>
<td>Rigi</td>
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<tr>
<td>Mischabel</td>
<td>14,935</td>
<td>Monte Rosa</td>
<td>15,215</td>
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<tr>
<td>Finsteraarhorn</td>
<td>14,025</td>
<td>Scheideck</td>
<td>6,910</td>
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<tr>
<td>Furca (Pass)</td>
<td>7,990</td>
<td>Simpion (Pass)</td>
<td>6,595</td>
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<td>Gemmi (do.)</td>
<td>7,555</td>
<td>Splügen (do.)</td>
<td>6,945</td>
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<td>St. Gotthard (do.)</td>
<td>6,935</td>
<td>Stelvio (do.)</td>
<td>9,175</td>
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<tr>
<td>Grimsel (Pass)</td>
<td>7,105</td>
<td>St. Théodule (Pass)</td>
<td>10,900</td>
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<tr>
<td>Jungfrau</td>
<td>13,760</td>
<td>Weisshorn</td>
<td>14,805</td>
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<td>Lukmanier (Pass)</td>
<td>6,290</td>
<td>Wetterhorn</td>
<td>12,150</td>
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<td>Matterhorn</td>
<td>14,705</td>
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Lakes. The principal are those of Constance, Geneva, Zürich, Four Cantons, Neuchâtel, Bienne, Thun, Brienz, Zug, Wallenstadt, Morat, Sempach, Sarnen, Egeri, Greifen, Pfäffikon, etc. On the Italian side are Laghi Maggiore, Lugano, and Como. Most of them are traversed by steamboats, some of these being very good. About the curious Lake Habitations, of which there are specimens in the museums at Geneva, Berne, Zürich, etc., including stone articles, bones of the bison and elk, remains of pile houses, I must refer you to Lee's "Lake Dwellings of Switzerland."

Money. The gold and silver coins are practically those of France, Italy, and Belgium, but Greek drachme and Italian lire pieces are not generally taken. There are bullion coins of 20, 10, and 5 centimes, besides bronze pieces of 2 and 1 c.

Weights and Measures. Stunde = 2½ m.; 1 league = 3 m.; 1 Post = 3 Stunden; 10 Stunden = 48 kilometers.

Postage. Letters to the U. K., 25 c. per 15 Gramm; inland, 5 and 10 c. 820 post-offices in 1888.

Telegraphs. 8,200 m. open in 1889, with 1,325 stations. Inland telegrams, Grundtaxe 30 c., and 2½ c. a word; to the U. K., 50 c. Grundtaxe, and 30 c. a word.

WHAT TO SEE IN SWITZERLAND

(Full particulars under the headings quoted).

Among the towns: Bâle, Schaffhausen (Constance), Zürich, Coire, Lucerne, Interlaken, Berne, Fribourg, Neuchâtel, Lausanne, Geneva.—Neuhausen (Falls of the Rhine).—Ragaz (Gorge of Pfäffers).—Engadine (St. Maurice, Pontresina, Tarasp).—Lake of the Four Cantons (Rigi, Pilatus).—Interlaken (for Lauterbrunnen, Grindelwald, and Bernese Oberland).—Chamouny.—Rhone Valley (Zermatt, Gemmi).—Andermatt.—St. Gotthard.
Fifteenth Route.

FROM BÂLE TO ZÜRICH
(55 miles in 2 h., by express)

Swiss North Eastern Railway. Departure from the Central station. We follow the railway to Lucerne, cross the Ergolz into canton Aargau, and pass Augst, the Augusta Romanorum of the Romans, which was destroyed by Attila. Some of the finds are now in the Bâle museum.

10½ m. Rheinfelden (2,500 inh. Hotels: Dietschy; Bellevue; des Salines), an old town on the Rhine, with picturesque bridge, important salt-works, brine baths, salmon fishery, etc. Of the fortress, frequently besieged, six towers and a wall remain. — English Church service.

Near Bötzigberg (tunnel), that gave its name to the railway, we leave the valley of the Rhine and enter the Aarthal.

35¾ m. Brugg (1,500 inh. Hotels: Rössli; Rothes Haus), junction for Aarau (see page 165) and Waldshut (Route 14), an antiquated place, with picturesque gates, near the confluence of the Reuss, Limmat, and Aar. Within its area must have stood Vindomissa, the most important position of the Romans in Helvetia, and now stand the remains of the famous abbey of Königsfelden, founded by the empress Elizabeth and her daughter Agnes in 1310, with a delapidated church, containing numerous tombs and good glass windows, also those of the Habsburg (Habichtsburg or "Hawk's Manor"), the cradle of the imperial family of Austria, built by the bishop of Strassburg, Werner, on a height, but the real founder of the dynasty was Count Radbod of Altenburg. Only little remains of the original castle, except the indestructible glory of the view from the tower. Many years ago the present owners refused to part with the Habsburg, which it was proposed to present to the then crown-prince of Austria, Rudolph, a namesake of the old emperor, who brought the name into prominence. Close at hand lies the sulphureous spa of Schinznach, with a frequented Kurhaus.

From Brugg the N. E. railway, coming from Waldshut, goes on to Olten, the great railway centre of Swit-
Zerland, on the direct line between Bâle and Lucerne, by the Central Swiss line (2 h. 10 m., by express). The latter railway meets the N. E. at Aarau (½ h.'s rail from Brugg). Aarau (6000 inh. Hotels: Rössli; Wildermann; Ochs), the chief town of the canton, lies on the Aar, at the foot of the vine-clad Jura. It has many factories but few sights. Zschokke lived here.

From Olten the journey may be continued to Soleure, in German Solothurn (7,500 inh. Hotels: Krone; Hirsch; Adler), the ancient Salodurum, reached in about 1 h. from Olten. The present capital of the canton, formerly a fortress, lies rather picturesquely on the Aar and at the foot of the Jura. The principal attractions are the Cathedral of St. Ursus; the Arsenal, with a valuable collection of Swiss armoury; the Museum, containing numerous and rare fossils; the ancient Zeglockenturm in the Marktplatz, with some quaint figures, etc. Kosciusko (buried at Cracow) lived and died here in the Bielerstrasse. English Church service. By all means ascend the Weissenstein (4,209 ft.), 3 h. from Soleure. There is a good road to the top (carriage, about 20 frs.), on which stands an inn belonging to the town, but rented by a "contractor". It has ample accommodation, a splendid dairy for a Milchkur, and gives a glorious prospect towards the Bernese Alps, which may also be viewed from two other summits, the Hasenmatte (4,754 ft.; 2 h.) and the Röthifluh (4,587 ft.). To Bienne it is a charming walk. By continuing the railway towards Neuchâtel (1½ h.'s rail from Soleure, by fast trains), Grange, with a large Kurhaus, is passed and old Bienne, in German Biel (15,000 inh. Hotels: Krone; Suisse; Bielerhof), 16 m. from Soleure, in canton Berne, is reached. It lies at the opening of the Suzethal and at the base of the Jura, on the lake of the same name, which is 10 m. long and 3 m. broad. St. Pierre, the island where Rousseau lived in 1765 for 2 months in a house, which is shown, but where there remains nothing to see, lies 6 m. from Bienne. Steamers navigate the lake; only, however, to and from St. Pierre, if there be 5 or more passengers. At Bienne a funicular railway ascends in
15 min. to Macolin, with a popular Kurhaus. Bienne lies on the direct railway between Bâle and Geneva. Bâle is about 2 h. distant (by fast train), Geneva (Route 22), 4 h. Past the Chasseral (5,279 ft.), ascendable from Neuveville (on the Bienne lake) in 4 h., and through a tunnel, from which we emerge to rise to a point where the whole lake of Neuchâtel may be surveyed, we now enter

Neuchâtel, in German Neuenburg (17,000 inhabitants. Hotels: *Bellevue; Grand; du Commerce), the capital of a canton, which, from 1707 until 1856, was under the sovereignty of the kings of Prussia, although it had been a member of the Swiss Confederation since 1814. The tourist finds little to attract him at Neuchâtel, except the picture-gallery in the Palais Rougemont, which contains good specimens of modern Swiss artists, and the magnificent panorama from the hills behind the town. The Library has 2,000 of Rousseau's letters. Agassiz, who was a Vaudois, lectured as a professor at the College (1838—47). Neuchâtel, famous for its clocks and watches, which are, however, chiefly manufactured in the large factories at Locle and Chaux de Fonds, reached in about 2 h. by the line to Besançon (Paris), partly stands on the alluvial deposits of the Seyon river, which was, moreover, diverted into a tunnel of 530 ft., its cost being defrayed out of the Purry fund (£166,000), left by a benevolent citizen for such purposes, more than a century ago. Fine quay on the lake. Like Lausanne (Route 22), Neuchâtel is resorted to by many English families for its cheap and good schools (English Church service, Rue du Château). The gorge of the Seyon, almost inaccessible at times, is curious and well worth a visit. Excursions may be made to the mountains behind Neuchâtel, of which the Chasseral (see above), with a glorious panorama, is the highest. On the Chaumont (diligence, twice a day) there are good hotels and an English church. Hydropathic establishment at Chanelaz, at the base of the Jura.

The Jura and Simplon Railway to Lausanne (about 1 h. 40 min. by rail from Neuchâtel in the fastest train)
skirts the lake of Neuchâtel, having a length of 24 m., a breadth of 4 to 6 m., and a maximum depth of 488 ft.; which is materially less, since, by the great drainage works around the lakes of Bienne, Neuchâtel, and Morat (Route 21), a considerable part of a large pestilential marshland has been reclaimed. The train runs along Grandson, the scene of the great battle between the Swiss and the warriors of Charles the Bold (50,000 men), in March 1476, when the Burgundians were completely routed, losing 120 guns, 600 standards, and all their “belongings”, which included valuable jewelry. Charles barely escaped with his life. Three granite pillars mark the site of this memorable victory.

We next enter Yverdun, in German Iferten (6,000 inhabitants. Hôtels: de Londres; des Bains), junction for Fribourg (Route 22). The Roman Eburodunum lies close to the Jura, at the end of the lake of Neuchâtel, (steamer to N.), and has a castle, built in the 12th c. by Conrad of Zähringen, only remarkable from the fact that Pestalozzi dwelt and taught there (1805—25). Yverdun, whence it is a pleasant excursion to Joux lake, 3,310 ft. high among the loftiest Jura peaks, lies about midway between Neuchâtel and Lausanne.

We will now continue our route to Zürich.

37¾ m. Turgi, junction for Waldshut.

40¾ m. Baden (3,700 inhabitants. Hôtels: *Kuranstalt; Schiff; Verenahof; Freihof; Schweizerhof — all of which are at the Baths, some distance from the town). The old place (Hôtels: Waage; Bahnhof), situated on a narrow ledge left by the Limmat, has the ruins of the Steinburg, once an Austrian stronghold on a rocky height, pierced by a tunnel. The baths, known to the Romans as Thermæ Helvetiae, lie 1,250 ft. above sea-level, and, with charming surroundings, are much frequented (14,000 visitors annually) The 19 hot springs yield sulphureous water, efficacious in skin diseases. Many excursions. Music, balls, and theatre at the Kurhaus. The Limmat separates the “Little Baths” from the “Great Baths.”

We run under the Steinburg, pass Wettingen, formerly a vast convent and now a seminary, and enter Zürich, heralded by many villas and the distant Alps.
VIEW OF ZURICH
551/4 m. Zürich (90,000 inhabitants, with the suburbs), the capital of the canton and the most populous town of Switzerland, lies prettily on the north bank of the lake of Zürich, 26 m. long, 3 m. broad in the widest part, and having a maximum depth of 650 ft. Zürich, the birth-place of Hammerlin, Gessner, Lavater, and Pestalozzi, has a distinct, double character. It is, in the first place, a manufacturing town (cotton-spinning, silk-weaving, paper-making, etc.), which explains its large artisan population and its democratic tendencies. But it is not less a tourists' centre. They like to stay here at least a couple of days, devoted to promenading on the beautiful quays, and in the wide Bahnhofstrasse, lined with fine shops; to a little "laking," and to a visit to the Ütliberg, for a first survey of the unsurpassable and unsurpassed Alps, before proceeding to Ragaz or Lucerne. The origin of Z. is probably Roman. It was made an imperial free city in the 13th c., and, afterwards, as the natural ally of the Forest Cantons, rose to great fame and power. In the cause of Protestantism it came early to the fore. Here Zwingli preached and Miles Coverdale printed the first complete English Bible (1535). Here, also, Arnold of Brescia had found, like the persecuted English, a welcome asylum against the tyranny of the Pope. In the battle of Z. (1799), the French under Massena defeated the Russians. Treaty of Z. (1859), after the Franco-Austrian war. Since 1869 the cantonal constitution of Z. has become profoundly democratic.

Hotels: *Bellevue (on the lake, excellent, well recommended); Baur (two different hotels, the one *au lac having a higher tariff than the one en ville); Victoria; *Züricher Hof; Schnert; National; Schweizerhof; St. Gotthard; Stadthof. — Restaurants: Zur Meise; Kronenhalle; Café Safran; Café Orsini. Most of the hotels have restaurants. There is a good restaurant at the railway station and at the Tomhalle.

Cabs: 1/4 h., 1—2 p., 80 c.; 3—4 p., 1.20 fr.; 1/2 h., 11/3 and 21/2 frs.; 1 h., 21/2 and 3.60 frs. The tariff is doubled between 10 p.m. and 6 a.m. — Post-Office, Bahnhofstrasse. — Tramway from the station, through the Bahnhofstrasse, to Enge, and along the Limmat and Sonnen quays to other suburbs. Cable Tramway
from the Limmat quay to the Polytechnic (p. 171), every 5 min. (10 c.) — *Bureau des Etrangers, Exchange (every information to tourists given). — Railway Stations: Central (for Lucerne, Bâle, Coire, Winterthur, etc.); Selnaù (up the Ütliberg, see page 171). — Steamers, with stations at the Stadthausquai and Tonhalle, to Rapperswyl (2 h.) and other places on the lake. Smaller boats also maintain a separate service between the latter. Travellers to and from Coire usually leave or take the steamer at Richterschwyl (see Route 16), as the case may be, and proceed by rail beyond. The lake trip on a summer-day is delightful, although it cannot, of course, be compared for a moment to an excursion on the lake of Lucerne. — Row-boats (with a rower), 60 c.; without, for 1—2 p., 50 c. per h.; each p. more, 20 c.

British Consulate; American Consulate. — English Church service, St. Annakirche; Presbyterian Church service. — Newspapers at the Museum (easy admission).

Principal Attractions. After sauntering through the Bahnhofstrasse, stroll along the new and magnificent lake quays, connected by the bridge over the Limmat, which here flows from the light-green lake, between the Kleine Stadt on the left bank and the Grosse Stadt on the right bank. The bridge, built in 1882—1883, offers a splendid panorama on both sides—towards the railway station, the crowded quays of the Limmat, in which there is a small island (Baunschänze); towards the lake, the gentle slopes of the lake borders, smiling with gardens and dotted with villas and hamlets; and beyond, the great peaks of the Alpine chain. The quay gardens, always full and gay, stretch forth as far as Enge. By the side of the Bellevue hotel you will find the Tonhalle, a public resort into which you will probably wend your way in the evening, to "enjoy" a cup of chicory, the strains of a good band, and the glories of an unadulterated perspective from the pavilion. — Grossmünster (11th—12th c.), a Romanesque church in the Grosse Stadt, is chiefly interesting as the scene of Zwingli's bold preachings. It has some quaint bas-reliefs inside, a fine door-
way on the north side, and two steeples, one of which is called Charlemagne's tower. The statue of the emperor, who is popularly supposed to have endowed this church, will be found in a sitting posture in a niche of the nave. — The Peterskirche, where Lavater preached until he was shot (1800) by one of Massena's ruffians, does not offer anything remarkable. — University, already famous, albeit barely 50 years old (400 students; 90 professors, many eminent foreigners among them). The building, which also comprises the Federal Polytechnic School, and several valuable collections (50 c.), stands on a height, commanding a beautiful panorama. — Library (1620) in the Wasserkirche, near which Zwingli's bronze statue has been erected in 1885. The library contains more than 100,000 printed vols. and 4,000 MSS.; among which are 100 vols. of autograph letters, by early Reformers; Zwingli's Greek Bible, with his marginal notes in Hebrew; and 3 Latin letters, written to Bullinger by Lady Jane Grey. In the same building you should visit the very interesting collection of remains of lake-dwellings, which date back from 1700 to 1000 B.C. and belong to the Society of Antiquarians. — Excursion to the Ütliberg, ¾ h. by an ordinary railway, 6 m. long, starting from Selnau (see page 170). Fares: uphill, 3.50 or 2.50 frs.; downhill, 2.50 and 1.50 frs.; return, 5 and 3 frs. The Ütliberg, which belongs to the Albris range, and is 2,864 ft. high, has a hotel and a restaurant, the latter standing on the summit itself. Both afford a splendid view over the Bernese and Appenzell mountains. — Other charming points of view around Z. are the Käferberg (with rest.), in the direction of Winterthur; Sonnenberg on the Zürichberg (with rest.); Platte (winter garden); Bürgli-Terrasse, etc. — The Bauschänzli and the Hohes Promenade, both with fine views, are in closer proximity. — Visit also the Botanic Garden, rich in Alpine plants; it stands upon the site of a portion of the old ramparts that have all disappeared.
Sixteenth Route.
FROM ZÜRICH TO COIRE (viâ Ziegelbrücke and Sargans)
(76 m. in 3¼ h., by express.)

North Eastern Railway to Richterschwyl; Swiss United Railways beyond. A second, somewhat longer, railway between Zürich and Ziegelbrücke (Coire), belonging to the latter undertaking, does not follow the n. bank of the lake, but joins it at Rapperswyl, where there is a junction line to the railway on the s. bank, via Pfäffikon. The two competing lines meet at Ziegelbrücke. We skirt the s. shore of the lake, having fine views all the time, until we reach (16½ m.) Wädensweil, junction for Arth-Goldau, on the St. Gotthard (Route 26), reached in nearly 2 h. On this line, at Biberbrücke, there is a short branch, leading in 13 min. to Einsiedeln (8,400 inh. Hotels: Drei Könige; Pfau; Sonne; Adler), a famous place of pilgrimage, the Latin Monasterium Eremitarum, which the French, therefore, call Notre Dame des Ermites. The great day is the 14th of September (Elevation of the Cross), when at least 150,000 pilgrims flock from everywhere to the monastery, situated on a table-land, 3,000 ft. high, in order to worship the Black Virgin and obtain her favours and remissions of sin. The origin of this pilgrimage lies in the story that, when the bishop of Constance, in 948, went to Einsiedeln for the purpose of consecrating the abbey church on the 14th of Sept., he had an apparition of angels, who told him that the Saviour had already consecrated the building. The Pope “confirmed” this miracle, and promised plenary indulgence to all the Faithful going on a pilgrimage to E. Hence the crowds, for which, of course, very many houses have to be temporarily appropriated. By the middle of September, E. has the appearance of Loreto or Lourdes. Owing to these extraordinary assemblages of pilgrims, and to the presents they brought for centuries, the monastery rose early to great wealth and power. The abbot had a noble retinue, a seat in the imperial Diet, as a prince of the Roman empire. The monastery fell a prey to the flames several
times, the present buildings dating from the commence-
ment of the 18th c., but that did not impair the
abbot’s influence. A worse misfortune befel the monks
in 1798, when the French seized their church and the
Black Virgin, confiscating all her treasures and proper-
ties, and transporting her to Paris. It is true that the
pious fathers afterwards asserted that the French had
only taken a dummy, whilst the real article followed
them into their exile in the Tyrol, but the French denied
it. Anyway, this episode has not in the least diminish-
ed the popularity of E. among the Faithful. The mo-
nastery contains a great number of Benedictine monks,
headed by an abbot. They are comfortably housed, and
have a rich library at their disposal. In the church,
lar the entrance, you find in the C h a p e l o f t h e
H o l y V i r g i n the small, black statue of the madonna
and child, clad in gold brocade, covered with jewels,
and wearing a crown — the group being barely percep-
tible through a grating, in the soft glow of an ever-
replenished oil-lamp. Zwingli preached in this church
when a curate at E. (1516—19). From Einsiedeln the
diligence takes you in 2 ½ h. (4.25 frs.) to Schwyz, on
the St. Gotthard Railway (Route 26). Close to Rothen-
thurm, on the way, lies Morgarten, where a mere hand-
ful of badly equipped mountain-heroes taught 20,000 well
armed Austrians, led by the duke Leopold, a short but
decisive lesson, which simply crushed the latter out of
existence. It happened on Nov. 15th 1315, and every
year, upon the same date, a sermon (with service) com-
memorates the event in the small chapel by the lake of
Egeri, close to the manufacturing town of the same
name (1½ h. from Zug, Route 18), and to Schönbrunn,
a new watering-place, with cold springs and a hotel.
22 ¼ m. Pfäffikon, whence a long bridge (½ m.) carries the
railway and the road to Rapperswyl opposite. The island
you see is Ufnau, the retreat and grave of Ulrich von
Hutten; it belongs to Einsiedeln. Near Rapperswyl are
the Bachtel (3,671 ft.), with an inn on the summit, and
Gyrenbad, a small watering-place.
38 ¾ m. Ziegelbrücke, the junction referred to, ante.
40½ m. Weesen (H o t e l s: Schwert; Rössli), junction
for Glarus, corruption from Hilarius, reached by a branch line in 25 min.

**Glarus** (5,330 inh. Hotels: *Raben and Glarnerhof; Eidgenossen), the capital of a canton, has a picturesque situation on the Linth, under the three-peaked Glarnisch (9,584 ft.). It was nearly destroyed by fire in 1861. Muslins and Schabzieger (a peculiar, sharp tasting cheese) are made here. Fine view from the Burghügel. Zwingli preached at Glarus from 1506 to 1546. Those that are anxious to explore the beauties of the Linththal should continue the railway journey to **Linththal** (Hotels: Rabe; Tödi), past **Stachelberg**, 1 h. from Glarus, a Kurort charmingly situated, with sulphureous spring and good hotel (English Church service). It is a favourite centre for excursions into the mountains, and the usual starting-point for the arduous ascent of the Tödi (11,887 ft.; guides, 40 frs.). That of the Saasberg (6,555 ft.) or of the Kammerstock (6,975 ft.) is easier. All visitors (with legs) of course go up to the Pant enbrücke (2 h.), a wonderful, natural bridge over the abyss, amid grand surroundings. — From Glarus you may walk in about 11 h., through the beautiful Klönthal, to Schwyz, by the Klönthal lake and over the Pragelpass, over which Souwaroff marched with 24,000 men in 1799. — It takes 9—10 h. from Stachelberg to **Altdorf** (Route 26), over the Klausenpass, but this route is not so fine as the last-named.

At Weesen we reach the western extremity of the lovely lake of Wallenstadt, 10 m. long and 1½ m. broad. The northern shore is very precipitous, with lime- and sandstone cliffs that rise almost perpendicularly to a height of 3,000 ft. Running on the southern bank, we keep them in view all the time. There are villages high up yonder. The lake itself lies 1,386 ft. high and has a maximum depth of 600 ft. The principal railway stations on the lake are (47½ m.) **Murg** (Hotels: *Rössli; Schiffli) and (51½ m.) **Wallenstadt** (Hotels: Churfirsten; Hirsch), two small villages in a romantic position, particularly the former, at the entrance of the Murgthal, in which excursions may be made to the three mountain lakes (**Murgseen**),
all above 5,500 ft. high; to the Roththor (8,248 ft.), and other peaks.

At (58 1/2 m.) Mels you may descend, to ascend the Alvier (7,753 ft.) in 5 h., for a "splendiferous" view.

60 1/2 m. Sargans (Hotel: Thoma), an important junction. The railway northward, at Buchs, is forked into two lines, the one to the E. leading to Feldkirch (Vorarlberg), the other to Rorschach and Constance. Our iron steed traverses an increasingly picturesque neighbourhood; the mountains get loftier as we approach.

64 m. Ragaz (1,800 inh. Hotels: *Hof Ragatz; *Quellenhof; Tamina; Lattmann; Fröhlich; Schweizerhof; Freieck; National; Scholl. Many are closed in winter. — Restaurants: Rheinvilla; Nussbaum. — Carriages to Pfaffers, 7 to 10 frs., excl. Trinkgeld. — Omnibus from the station into Ragaz, 75 c. — Post-Office, at the Dorfbad. — Visitors' tax, 3 frs. a week). The site of R. on the Tamina, here flowing into the Rhine, and surrounded by high mountains, is very fine. 50,000 visitors come annually to admire it and take the baths in hot Pfaffers water, conducted hither by pipes 2 1/2 m. long. The principal ones are the Dorfbad (with a pump-room), the Helenenbad, Mühlbad, and Neubad (with a swimming-bath for ladies and gentlemen). Most of the bathing takes place very early in the morning, and these matutine ablutions are enlivened by the "stuff" that soothes the most savage breast. This savours rather of a tax in itself to those unaccustomed to such unearthly combinations. Well, after breakfast, you should have a look round and visit the cemetery, where Schelling lies buried, thereafter starting for Pfaffers (3 m.), by diligence or on foot, through the marvellous Tamina gorge, along a rising road which skirts perpendicular cliffs, and has had to be bored through them at one spot. You go straight along, until you reach the Bath-house (hotel), so enclosed betwixt high rocks that sunshine is measured here like a luxury by 1/4 hours, as at Greenwich. The water, somewhat hotter and cheaper than at Ragaz (9? F.; 1 fr.) contains magnesia, carbonate of lime, and chloride of sodium. Pfaffers is one of the greatest curiosities of nature in Switzerland or elsewhere, but the most gorgeous portion of the gorge (N. B.
this is not meant for a joke!) lies beyond the inn. Of course you must pay toll to see it (1 fr.), but you won’t mind that; it would be cheap at half-a-crown. Put your umbrella up, and walk by the cliffs on a wooden scaffolding, above the foaming Tamina, until you reach the springs in a rocky vault. From the clammy and chill abyss to the bake-house atmosphere of the cavern, the transition is more extraordinary than pleasant. Outside, on the face of the rock, you see traces of steps and holes. Both betray the efforts of the earliest bathers to get at these springs, first discovered in the 11th c., by being let down in cages along the perpendicular sides of the chasm, so closely pressed together that, at one place, they touch, thus forming a natural bridge. You should make the return journey over that bridge and through the village of Pfäffers, situated on a hill (2,696 ft.), with a beautiful view on the Rhine and on the Wartentein, a ruin.

67½ m. Landquart (Hotels: Davoserhof; Landquart), the junction for (20½ m.) Klosters, reached in 2½ h.; (29½ m.) Davos Dörfl, reached in 3½ h., and (31 m.) Davos-Platz, reached in 4½ h. from Landquart, by the narrow-gauge mountain railway upon the adhesive principle. Traversing the fertile “meadow-valley” (Prättigau), it was opened to Klosters in Sept. 1889, and to Davos-Platz in July following. It is likely to be extended into the Lower and Upper Engadine before long.

Near Felsenbach station you find the Kurhaus Valzeina (3,670 ft.), in a fine situation; at Seewis station, the carriages for the charming summer resort of the same name, 12 m. distant (Hotels: Kurhaus; Scesaplana). The well-known baths of Fideris (Hotels: Kurhaus; Aquasana) lie close to the station of the same name. The water is efficacious in pulmonary complaints. Gradually ascending (fine views), past Küblis and Serneus, with a noted sulphur spring and a Kurhaus, we reach Klosters-Dörfl (4,190 ft.), likewise with a Kurhaus, then Klosters itself, consisting of three villages in a Hochthal (Hotels: *Silvretta; *Brosi; Vereina; Florin). Mountain excursions, it is needless to say, abound. It takes about 12 h. from K. to Sus (in the Engadine), through the pass of Vereina.
Emerging from a tunnel, we skirt the lake of Davos, after having crossed the top of the pass at Wolfgang (Hotel: Davoskulm), and, at last, arrive at Davos-Dörfl (Hotels: Flüela; *Seehof), and at Davos-Platz, also called St. Johann am Platz (4,781 inh. Hotels: *Kuranstalt Holsboer, to which belong several villas and the Kurhaus Davos; Buol; d’Angleterre; Victoria; Garré; Belvedere; Rhätia; Strela; Schweizerhof; Davoserhof; Post. — Restaurants and Cafés: Alpina; Franziscaner. Also at the hotels. — Numerous Pensions. — Visitors’ tax: 1½ fr. a week. — Carriages to the Dörfl, with one horse, 3 frs.; with two h., 5½ frs.; to the Flüela Hospice, 12 or 22; to Tiefenkasten, 25 or 45; to Thusis, 35 or 65; to Pontresina, 50 or 90; to Tarasp, 32 or 60 frs. — Omnibus to the Dörfl, and back, several times a day; 50 c. ret. — English Church service, at St. Luke’s).

Davos, capital of the Tavau district, confined within a narrow and lofty valley 8 m. long, has in latter years become positively fashionable, more particularly as a health-resort for the consumptive in the winter months. Being so high, it may be, and usually is, very cold at Davos in midwinter, but the air remains dry, crisp, and still, there being an absence of keen winds and of the abrupt atmospheric variations, which prove so deleterious and fatal to those weak of chest and lungs. Physicians are numerous and excellent. Compare A. Tucker Wise, “Alpine Winter in its Medical Aspects.” Sports are not lacking; nor excursions in many directions. There is a school for consumptive boys, another for consumptive girls.

From Davos the bold and highly picturesque Landwasserstrasse (36 m.), built in 1870—1873, leads to Coire in about 8 h. by diligence, the reverse journey occupying over 11 h. The more exposed parts of this route are protected by tunnels and galleries against the frequent and disastrous avalanches. Close to (12½ m.) Wiesen (Hotel: Bellevue) rises the Bärentritt, a rock 250 ft. above the Landwasser, with a glorious perspective. Crossing the abyss of the Tiefentobel, the road soon joins the Albula (Route 17), and proceeds
to Coire, by (22 m.) Lenz and Churwalden. — Another route to Coire goes over the Strela Pass (7,800 ft.), by Langwies (Hotel: Strela), reached on horseback, whence a diligence runs daily in 2½ h. to Arosa (Hotels: Rothhorn; Victoria; Hof Arosa; Bellevue; Kurhaus Arosa; Sanatorium Berghilf), which lies amid charming scenery, 6,000 ft. high, and is becoming a serious rival of Davos as a health-resort. Numberless excursions to the surrounding peaks and lakes. From Arosa the diligence takes 1 h. to Langwies, and 3½ h. to Coire.

A diligence runs from Davos to Schuls, in the Lower Engadine, in about 7 h., over the Flüela pass (7,835 ft.), with an *inn, called Hospice, the road passing between two wild lakes, at the foot of the Weisshorn (10,130 ft.) and the Schwarzhorn (10,338 ft.), the latter ascended in 3½ h. (guide, 8 frs.).

75½ m. Coire, in German Chur, in Italian Coira (9,000 inh. Hotels: *Lukmanier opposite the Post-Office, and nearest to the station; Steinbock; Weisses Kreuz; Stern. — Restaurants: Rhätia; Calanda. — Wines at the Hofkeller. Red Valtellina, Herrschaftler, and Kompleter are the most popular). The capital of the Grisons (Graubunden), the Roman Curia Rhætorum, lies picturesquely near the confluence of the Plessur and the Rhine. The Cathedral of St. Lucius, dating perhaps from the 10th c. and having Krafft’s (?) Tabernacle (1484), some paintings by Rubens, Russ’s carvings on the high-altar, Dürer’s “Christ” over the central altar, bishop Ortlieb’s sarcophagus, and a rich treasury, stands in the oldest and highest part of the town, the “Bischöfliche Hof”. Here you also find the Episcopal Church, with an early Christian chapel, and the Marsol, an ancient Roman tower — Excursions to the Känzli and other mountains, also to the Calanda (9,218 ft.), with a new club-hut. The baths of Passugg, with chalybeate spring, Kurhaus and hotel, lies in the Rabinsathal, 3 m. from Coire.

From Coire to Disentis, Andermatt, and Biasca, see Route 26.
Seventeenth Route.
FROM COIRE TO THE ENGADINE.

Two coach routes lead from Coire to the Engadine, the Albula, which properly ends at (41 m.) Ponte, 4 m. from Samaden (p. 186), and the Julier, which goes to Silvaplana (p. 184), and which I propose following. The Albula route is very fine from (20 m.) Bad Alvaneu, with sulphur springs and a Kurhaus, where the Lenz and Tiefenkasten roads (see below) unite. The most beautiful points are: the Bergüner Stein, a narrow and deep ravine, where the road, cut into solid rock, runs between high cliffs fringed by the two giants, the Tinzenhorn (10,430 ft.) and the Piz d’Aela (10,900 ft.); and the Albula Pass itself, a dreary waste, 7,600 ft. high, with an inn, styled Hospice, past the village of Bergün and the pale-green lake of Palpuogna.

The journey from Coire to Silvaplana by the Julier should be taken via Thusis and Tiefenkasten, which includes the beautiful Schwyz Pass. It can be done in one day (12½ h.), but, unless you know Thusis, it is better to perform this journey in two stages, proceeding the first day as far as Thusis, sleeping there, and going on the next morning to the Engadine. The direct route leads by (6 m.) Churwalden (Hotels: Rothhorn; Gengel; Krone; Mettier), a health-resort; Parpan (Hotels: Kurhaus; Stätzerhorn), an Alpine hamlet (5,000 ft.), whence Arosa (p. 178) may be reached in 4½ h.; Lenz, past the Heidersee, with its island chalet, and finally Tiefenkasten (p. 183).

The road from Coire to Thusis first follows the Andermatt route (see above) as far as Reichenau, then crosses the Vorderrhein on a new iron bridge, and ascends to Bonaduz, where the new *road to Ilanz branches off. The Rhazuns rock, with its bold castle, rising from the Hinterrhein, which we now follow, instead of the Vorderrhein, is a kind of introduction to a remarkable series of ruined manors along a route that becomes more and more picturesque as we approach Thusis, the peaks around us becoming loftier and loftier. Our coach reaches Thusis in 3 h.

16 m. Thusis (1,100 inh. Hotels: *Via Mala, charmingly situated and in every way recommendable; Kurhaus, with
baths; Rhaetia; Weisses Kreuz — Carriages to the third bridge of the Via Mala, 1 h., 1—2 p., 6 frs; 3—4 p., 8 frs; 2 horses, 12 frs; to Splügen, 22½ or 39 frs.; to Tiefenkasten, 13½ or 24½ frs. — English Church service. Thusis (2,448 ft.), almost entirely rebuilt after the great fire of 1845, lies beautifully in the Domleschgthal, at the foot of the Heinzenberg, near the spot where the Albula joins the Hinterrhein, and the Schyn the *Via Mala. The latter, the entrance to which (the so-called Känzeli), with the Hoch Reals, a ruined castle, standing on guard upon the Albula side, can be seen from the Via Mala hotel, is a narrow gorge 4 m. long, with high and perpendicular limestone-rocks, rising to 1,600 ft. The bottom is filled out by the Rhine, sometimes barely visible but always audible. When the snows melt, its roar becomes terrible, portending destruction. Until 1822 this grand ravine was scarcely passable for carriages. Part of the road, then constructed, had to be tunnelled through the rock, the Verlorenes Loch. From here, the Rückblick is strikingly fine. Three bridges span the chasm, which, at times, seems to close above head. The middle bridge, approached through an avalanche gallery, marks the grandest portion of the Via Mala, and, if you did not walk the whole distance, you ought at least to alight before you get to the first bridge. This one and the second, 160 ft. above the Rhine, date from last century, the third from 1834.

The coach goes on to Splügen, which has given its name to the whole route. We pass the Piz Beverin and other high mountains; Andeer (Hotels: Krone; Fravi), a spa, which gets its mineral water from Pignieu; the *ravine of Rofna, in which the Rhine forms numerous waterfalls, obtaining a *view of the Rheinwaldthal, after going through a kind of gateway in the rocks, finally reaching (32½ m.) Splügen (Hotels: Splügen; Bodenhaus), the small capital of the Rheinwaldthal, 4 h. after having left Thusis. There are numerous excursions from Splügen, one being to the sources of the Hinterrhein in the Rheinwald Glacier.

At Splügen two roads lead into Italy, the Bernardo (45½ m.) to Bellinzona (in 8 h.), and the Splügen (41½ m.) to Chiavenna (in 5 h.)
The Bernardino road owes its name to San Bernardino of Siena, whose chapel was erected on the slope of the mountain, formerly known as the Vogelberg. The pass, 6,768 ft. high, surrounded by high peaks, is situated at the northern end of the small lake of Moesola, from which the river of the same name flows. The road crosses it and then descends to (17 m.) San Bernardino (Hotels: Ravizza; Brocco), a Swiss village of an entirely Italian character. It has a mineral spring which attracts numerous invalids in summer. From San Bernardino to (25 1/2 m.) Mesocco (with the extensive ruins of a turreted castle) and Cama the descent is rapid. Landscape and vegetation become more and more southern. At Grono, near the mouth of the romantic Val Calanca, we are only 1,000 ft. high. At Lumino we have entered canton Ticino, and now soon reach Bellinzona (Route 26).

The Splügen road, constructed by the Austrian government in 1819—21, reaches its greatest altitude in the Colmo dell' Orso, or Splügen Pass, after passing through a long gallery. The top of the pass, between the Surettahorn (8,925 ft.) and the Piz Tambo (10,748 ft.) lies about 7 m. from Splügen. The Italian custom-house (6,247 ft.), surrounded by a few houses, stands a couple of miles further down. The whole neighbourhood is extremely dreary in summer. What must it be in midwinter, when the permanent snow lies mountains high, and reduces the officers of the dogana to the lethargic state of dormice! An appointment to the pass of Splügen custom-house ought to be considered equivalent to ten years penal servitude. Numerous galleries protect the road from the effects of avalanches. It has had to be reconstructed for the same reason along a new track, the old one having been destroyed. The skill of the Austrian engineers of emperor Ferdinand I (remembered by an inscription), who built the new road in 1834, is abundantly shown by the nature of the work they have accomplished. Beyond Pianazzo, with its magnificent Madeismo waterfall of 650 ft., the zigzag windings of the road are extremely bold. Terraces, galleries, and tunnels succeed one another, until the wild valley of
the Liro, filled with huge boulders, near (17 m.) Campodolcino, is passed. After that, the descent to Chiavenna (4,000 inh. Hotels: Conradi; Specola), in German Clefen, an old town of Roman origin, is both rapid and pleasant. It stands at the entrance to the Val Bregaglia, leading to Maloja (p. 184), in 6½ h. by diligence, has the ruins of a venerable manor (de Salis), and offers a fine panorama from its Paradiso (50 c.). There is a short railway from Chiavenna to Colico, on the lake of Como (Route 26), the station (with restaurant) being a little away from the town.

The Schyn road, between Thusis and Tiefenkasten, constructed more than 20 years ago, is about 9 m. long, and the diligences cover the distance in 2 h. (less in returning from Tiefenkasten). The whole route is highly picturesque, the finest portions being in the Pass Malo, where the road is protected by tunnels and galleries, and over the Albula, crossed by a bridge at an altitude of 250 ft.

Some stay is made at Tiefenkasten or Tiefenkastel (Hotels: Albula; Julier), a village 2,790 ft. high, which was entirely destroyed by fire in 1890. The quaint church on a height was among the few buildings saved. From here the road rapidly ascends along the Julia to Savognin (Hotels: Rhätia; Piz Michel) and to Tinzen (4,070 ft.), amid high mountains. In 2½ h. from Tiefenkasten we enter venerable Molins or Mühlen, a small place in a very romantic situation. Not the "diligence dines here", as Murray says, albeit the poor thing looks miserable and hungry enough upon arrival, but the people in it sit down to dinner in the curious inn, which looks down upon the quaint market-place. Between Molins and Stalla, 5 m. beyond, the road ascends more than a thousand ft., through a region so desolate and full of starvation, that one is glad to rise above it to the Julier Pass (7,503 ft.), marked by a miserable inn, a few huts, and by two low weather-beaten schist pillars, the columns of Julius, that are supposed to be remnants of a sun temple. Augustus carried his soldiers over the Julier to Coire from Chiavenna and Maloja. There is a small lake, and trout in it!

Now we get our reward, for nothing could be more beautiful than the descent into the Upper Engadine, with its
rich verdure, its smiling villages, its green lakes, stretched forth under the protection of all the great peaks of the Bernina. Not quite 4 h. after having left Molins, we stop at Silvaplana (Hotels: *Wilder mann; *Rivalta; Corvatsch), a clean village 5,958 ft. high, near its lake, connected with the lake of Campfer by a broad channel. Fine view from the Crestal ta, opposite.

From Silvaplana the coach takes about one hour to Maloja, at the end of the Engadine, the top of the pass marking the boundary between the latter and the beautiful Val Bregaglia, through which Chiavenna (p. 183) is reached in about 4 h. after leaving Silvaplana. The road from this place to Maloja skirts the pale-green lake of Sils, with its wooded promontory of Chasté advancing between the two villages of Sils-Baseglia and Sils-Maria (Hotels: Alpenrose; Edelweiss), amid grand Alpine surroundings. We next reach the hotel Kursaal Maloja, open in the summer only, a large and well-managed establishment, owned by a Belgian company, and overlooking the lake of Sils. Around it are pleasure-grounds and a number of villas; beyond again, other houses and hotels (Longhin; Osteria Vecchia; *Maloja-Kulm), near the top of the Maloja (5,960 ft.), which allows a magnificent survey, like the "chemin des artistes" (½ h. from the Kursaal).

Turning the other side on our way to Samaden, we first arrive at Campfer (Hotels: d'Angleterre; Julierhof), near the lake of that name, following the Inn, here called Sela, which flows through all the lakes of the Engadine. Then, before getting to the charming lake of St. Moritz and its village, we enter

**St. Moritz Baths** (6,000 ft. Hotels: *des Bains (Kurhaus), with bath-rooms and pump-room, practically in the same building; *Victoria; *du Lac; Engadine; St. Moritz; Bellevue. — Baths, 1½—2½ frs. — Post-Office, in the Kurhaus. — Carriages: to the Dorf, 2½ frs.; to Pontresina, 8 to 10 frs. — Omnibus to the Dorf and to Maloja (daily). — English Church service. — Music, plentiful and good. — Newspapers, at the Casino, with concert-rooms and café-restaurant).

The mineral spring of St. Moritz, which rises at the foot of the Piz Rosatsch, has been known to exist for several
centuries, but the fame of the place as a health-resort is of a much more recent date. — St. Moritz is well patronised by the French in the summer time. To them, "Saint Maurice, c'est l'Engadine!" They bring their Paris ways and fashions with them. French causerie is heard above all, not only in "la Coursalle" but also in the street, brilliant with shops and ugly with booths, that leads in a few minutes to the village.

There are two seasons, however, at St. Moritz. In the winter, many Englishmen and a few Americans come hither, taking the places of the French, who have disappeared soon after the swallows, and Christmas is "extremely gay" (so they say) at St. Moritz, with pastimes ("rinking", etc.) like those at Davos, but there is more intellectuality in them (so they say). One thing is certain: St. Moritz is very "select" in winter.
The village of St. Moritz, the highest in the Engadine, beautifully situated on the lake, through which the Inn flows, has numerous pensions, boarding-houses, and hotels. Among the latter I note: *Engadiner Kulm, patronised by English and American tourists; Belvedere; Steffani; Helvetia (with café-restaurant); Petersburg; National; *Beaurivage; Wettstein. For carriages, consult the tariff, but bargain all the same. Excursions to the Fuorcla Sur lej, the Johannisberg, the Acla d'im Lej (with dairy), on the way to Pontresina, etc.

The coach goes on to Samaden (in about 1 h.), along a charming road, past Celerina (Hotel: Murail), where the road to Pontresina (see below) branches off. Samaden (760 inh. Hotels: *Engadine; Bernina; des Alpes; Innthal; Krone), the principal place of the Upper Engadine, lies in the Innthal, at the foot of the Piz Ot (10,660 ft.) and of the Piz Padella (9,460 ft.), both comparatively easy of ascent, the former in 4½, the latter in 3 h. It is the starting point of the coaches over the Bernina. Omnibuses run to St. Moritz and to the Morteratsch Gletscher. English Church. Excursion to the *Muottos Muraigl (8,270 ft.; 2½ h.). Tourists by the Julier, bound for Pontresina, do not proceed to Samaden, but usually procure a conveyance at St. Moritz, upon the arrival of the diligence.

Pontresina (400 inh. 5,915 ft.) must be considered the pearl of the whole district. Its fame, albeit of recent date, is already firmly established. It has spontaneously been won by its unrivalled position under the Bernina and amid the grandest scenery of the Alps. People come to Pontresina for business, to explore the magnificent surroundings, and not for the purpose of gossipful idleness and „show”. In the height of the season (August) the hotels are overcrowded, and it is dangerous then to arrive at Pontresina without having booked rooms beforehand. Every year scores of tourists have to be sent back, as if they were pauper aliens landing at New-York. Among the hotels I recommend you specially the Enderlin, which is excellent in every way, and has a fine situation; the obliging landlord speaks English. The other hotels are: *Roseg; *Weisses Kreuz; Kronenhof; Pontresina; Saratz; Languard. The Steinbock is a little away from the centre. — Numerous pensions
and lodging-houses. — Cafés: Casino; Campagne. — Post-Office, near the Pontresina hotel. — English Church service in the new church. — Photographs at Flury's, one of the best makers in Switzerland. Our Swiss illustrations, mainly taken from his views, show this eloquently.

Excursions. 1. Schlucht promenade, Tais- and Rusellas promenade, by the Punt Ota easily accessible. The Sanssouci café is a pretty point. So is the Signal in the Muottas. 2. Roseg Glacier, reached through the *Val Roseg (6 m.). You can drive as far as the Restaurant du Glacier (6,560 ft.), where the coachman will await your return. A splendid survey of the glacier and the surrounding ice peaks is obtainable from the Alp Ota (7,385 ft.), about 1 h. from the inn. Go on to the Mortel Club Hut (50 min. further), grandly situated. With a guide, you can cross the glacier to the Aguagliouls, a grassy spur of the Piz Roseg (12,935 ft.),
affording glorious views all round. 3. Morteratsch Glacier (6,260 ft. at the base), 4½ m. from Pontresina, reached by conveyance, or on foot through the Schlucht-promenade. The glacier is easily accessible. The artificial ice cavern (50 c.) has nothing remarkable about it. The café of the hotel near the Gletscher is a popular tourists' resort. Some of the grand ascents are made from the Boval Hut (8,070 ft.), 2 h. from the hotel, which you will see again on the way to the Bernina. 4. Schafberg (8,965 ft.), 2½ h.; very fine. 5. Piz Languard (10,715 ft.), 4 h., the most splendid excursion around Pontresina, in good weather. Horse to the base of the peak, 10 frs. The ascent of the peak is extremely fatiguing, but not dangerous. The panorama from the top, where light refreshments are procurable at top prices, is one of the most extensive and beautiful in Switzerland. It includes a great part of the Swiss and Tyrolean Alps. 6. Diavolezza Tour (10 h.; guide, 12 frs.). On this tour you drive out to the „Bernina houses”, ascending on foot to the lake and pass of the Diavolezza, to the Munt Pers (10,533 ft.), with a sublime panorama over the Bernina group, and descending over the Pers Gletscher to the Morteratsch Gletscher. For other tours, consult Tschudi.

From Samaden the diligence takes 5 h. to Tarasp and ½ h. more to Schuls, in the Lower Engadine. At (1½ m.) Ponte (Hotels: Albul a; Krone), you find the beginning of the Albula route (p. 179). Past Zutz, and Scanfs, where the Inn is crossed, you approach (17 m.) Zernetz (Hotel: Bär), with its pretty church and venerable chateau in a wide and fairly cultivated vale. From here you may reach Bormio, via Buffalora, and Münster (for Mals, p. 189) by diligence (6 h.) over the *pass of Ofen (7,070 ft). Next come (20½ m.) Sus (Hotels: Rhaetia; Schweizerhof), in a narrow dale, with the ruins of a castle on a hill; Lavin and Ardetz, amid picturesque surroundings. Through the wild Val Tasna, enclosed by high peaks, and grand scenery, we gradually near Schloss Tarasp, formerly the residence of the Austrian governors, and the *Kurhaus of Tarasp, belonging to the famous Baths, with the Lucius- and Emeritabrunnen, containing carbonate of soda and salt, two of many chalybeate springs in the neighbourhood. The Kurhaus has a post- and
telegraph office, also a visitors' tax (14 frs.). Excursions and walks are, of course, numerous. One of them leads across the Inn to the rising health-resort of Vulpera (Hotels: Tell; Conradin; *Bellevue; Waldhaus). It is a nice stroll from here and the Kurhaus to (34 m.) Schuls (950 inh. Hotels: *Schuls; *Belvedere, with dépendance; Post; Konz), the capital of the Lower Engadine, also charmingly situated. The Badehalle stands on the high road, which divides the place into Ober- and Unterschuls. From here to St. Maria, in the Münsterthal, through the Scarlthal and over the pass of Costainas (7,385 ft.), is a fine walk of 8 h. To (50 m.) Nauders the road from Schuls continues highly picturesque, particularly at Martinsbrück (Hotel: Demoth).

THE BERNINA PASS.

where the Austrian frontier has to be crossed. At Nauders (Hotels: Post; Löwe) the tourist has the choice of routes. To the S. E. the diligence takes him in about 3 h. to Mals,
and in 10 h. to Meran; to the N. E., in about 5 h. to Landeck (Route 46), on the Vorarlberg Railway, over the *pass of Finstermünz, with many tunnels and galleries, past Hochfinstermünz, a hamlet (good inn), and through picturesque scenery.

Whoever has the opportunity of doing so, should not miss the Bernina and the Stelvio, both magnificent and easily combined. The Stelvio is unique in its grandeur, and no purely Swiss mountain pass can vie with it. The whole tour to Meran would take at least three days comfortably. I have done it in two days, going the first day to Bormio, the second to Meran, but this is an unnecessary tour de force, involving a drive of 18 nearly consecutive h. from Bormio to Meran.

The coach tour from Samaden to Bormio takes the whole day, from dawn till nightfall. The road first ascends to the Bernina houses, past the Morteratsch Gletscher (p. 188). As we approach the (12½ m.) Bernina Hospice (7,575 ft), finely situated among the white peaks of the Bernina range, we sight on our right, at the foot of the Piz Cambrena (11,835 ft.) and its glacier, the curious twin-lakes, which form such a striking feature of the whole landscape. The first lake, and the smallest, is very dark, therefore most appropriately called Lago Nero. A seemingly narrow strip of land separates it from the pale-green Lago Bianco beyond. One is puzzled to know how these two lakes have been able to keep up their dual existence. But that narrow strip of ground has an enormous importance, forming as it does the watershed between the Adriatic and the Black Sea. Of course, by the law of affinities, the Lago Nero keeps up a connection with the Black Sea, through the Inn, whilst the Lago Bianco prefers to link itself with the fair Adriatic, by the Adda. The hospice by the small Lago della Croccetta is fairly good. Travellers use the Bernina pass even in winter. Its top lies about 80 ft. higher than the hospice. We make a rapid descent, past (16½ m.) La Rosa, whence Bormio may be reached through the Val Viola in 10 h., into the valley of (24 m.) Poschiavo (2,953 inh. Hotel: Albricci), a small manufacturing town with an Italian appearance. Next comes (27 m.) Le Presé, with an alkaline spring and a Kurhaus, a rather frequented watering-place at the north western end of the Lago di Poschiavo, which we skirt.
Through a profound ravine, with many waterfalls, we approach Brusio. The Italian frontier is reached beyond (31½ m.) Campo Cologno, and you will not forget that frontier in a hurry. A whole regiment of douaniers surrounds the diligence. Every package has to be taken down, after which the old coach is probed and tested in all its parts. Cats and dogs and horses are turned inside out, and the douaniers look at you, as if they would also like to experiment upon you, taxing the B. a. S. you might have imbibed at Poschiavo. You are glad to be graciously permitted to resume the journey, after having wasted a good part of 1/3 h. On we go to Madonna di Tirano, so called after a famous madonna, during 3 centuries the leading attraction of numberless pilgrims, and to Tirano (6,000 inh. Hotel: Italia), the great junction and exchange for diligences to and from Bormio, the Engadine, and Sondrio. Some time is spent here, which you may utilise by comforting the inner creature, studying the too numerous beggars, that commence immediately with the Italian frontier, and looking at the quaint houses of "our old nobility". In one of them Garibaldi stayed, a fact duly chronicled in stone — "In questa casa", etc.

The diligence for Sondrio (7,000 inh. Hotels: Posta; Maddalena), whence the railway takes you in 1½ h. to Colico, on the Lago di Como (Route 26), traverses the famous Valtellina, fertile in excellent wines and bad inundations. Maize is also extensively grown, and you are astonished to see vines entwining maize stalks. Sondrio, on the dangerous Malero, is the capital of the Valtellina.

We have to coach for 6 h. longer before we arrive at Bormio. We remain in the Valtellina until Mendadizza, crossing and recrossing the dirty-and wild-looking Adda. At Ceppina we reach the Piano di Bormio, a broad and fertile valley, surrounded by high mountains. Bormio, in German Worms (1,800 inh. Hotels: Posta; Della Torre), an antiquated and sombre townlet, with a curious church (*frescoes) and the ruins of an old castle, lies 25½ m. from Tirano and 2 m. from the Baths of Bormio, to which the diligence proceeds after a short rest, stopping finally at the Bagni Nuovi, contained in an excellent Kurhaus, with post-office attached. The situation is beautiful. The hot springs which furnish the baths (of various description) rise at the Bagni Vecchi,
which were known to the Romans (mentioned by Plinius), and held in high repute since the middle ages. The water (up to 100 F.), conveyed in pipes, is efficacious in disorders of the liver, scrofula, rheumatism, etc. The Plinusquelle is used for drinking. The old baths, in the rocks, are extremely curious. The Stelvio road (Giogio di Stelvio, in German Stilfser Joch), constructed by the Austrian Government in 1820—25, is the highest and also the grandest mountain causeway in Europa. It reaches 9,000 ft. at the pass. The road is only free from snow during July and August, and not always even then. Every year it has practically to be remade, and workpeople are kept for the everlasting repairs at the different cantoniere! The diligences, which carry the mails over it, only run during a short period, "weather permitting". They belong to a private company.

The road passes by the Bagni Vecchi (with their own hotel), over an iron bridge, and through a gallery, which only proves one of many, constructed along the precipice of Il Di-roccamento. We ascend to the first and second cantoniera. The landscape gets more splendid every moment. The falls of the Braulio are seen in a gorge to the left, before we stop at the third cantoniera (7,875 ft.), with a small chapel. The fourth cantoniera (8,150 ft.) is called Santa-Maria, a wretched cluster of lonely houses in a desert. The Italian dogana is one of the houses. The inn is another. Together they form the highest habitation in Europe. From here, the Piz Umbrail (9,950 ft.) is surmounted in 11/2 h. We remain on Italian soil for a while, the Swiss frontier being on our immediate left, whilst the Austrian frontier, indicated by a column upon our right, lies on the pass itself (9,055 ft.), reached through a region as bleak and cold as a Siberian swamp. There is a small labourers' house near the summit, which they evacuate in the winter months. The Austrian frontier has no terrors for the tourist. The custom-house is at Trafoi, represented by one mild officer who walks round the diligence, touching a few things, but removing nothing. This inspection finished, he re-enters his stronghold, satisfied that he has performed his duty like a man.

The descent to Trafoi, by 33 long windings which even the walkers should follow as they afford the finest prospects, is simply glorious under an unclouded sky. We arrive at
THE ORTLER AT TRAFOI (STELVIO).
the rural hotel of Franzenshöhe, with a few houses that have been repeatedly destroyed by avalanches, 3 h. after having left Santa Maria, and just in time for dinner. The diligences meet here, and the inn is crowded by the hungry of both sexes, who sometimes vainly clamour for food. Dopo pranzo, as the Italians say, you should have a peep round. The Madatsch Gletscher, the Madatsch Spitz, the Pleisshorn, and the Ortler, proudest peak of the Tyrolese Alps (12,800 ft), are here seen in all their glory. Trafoi lies 1 h. beyond Franzenshöhe.

On the way to Trafoi (Hotels: Post; Zur Schönen Aussicht), a small village in an unrivalled position, as even our inadequate illustration will show, you pass the spot of the De Tourville tragedy (1876), marked by a cross, and, on the Weisse Knott, with a beautiful view, a small monument to the memory of Pichler, who first ascended the Ortler in 1804. The ascent (8 h.), now usually made from Sulden (Hotels: Ortler; Eller), in the beautiful Suldenthal, which branches off at Gomagoi before Trafoi, has been much facilitated by the construction of the Payerhütte, 4 h. from Trafoi, where the night is passed. If you have time at Trafoi, go to the Three Holy Springs (½ h.), at the foot of the Ortler. The holy water quaintly flows from the breasts of Christ, Mary, and St. John, three wooden figures near the pilgrims' chapel and inn. Impressive surroundings.

The road down to Prad (Hotels: Alte Post; Neue Post), 1½ h. from Trafoi, and Spondinig, in the broad and fertile Etschthal, continues highly picturesque for some time after Trafoi. It passes the elevated and poor-looking village of Stilfs, which has given its name to the Stilfser Joch or Stelvio, and crosses the Etsch or Adige close to Spondinig, where the carriage-roads part. The one westward leads to Nauders (p. 189), and may be joined at Mals (Hotels: Post; Bär) from Prad direct. Its finest point is near St. Valentin, 10 m. before Nauders.

The road to Meran, proceeding in an easterly direction, past Eyrs, whence the diligence reaches the former place in 5½ h., is interesting; but dissappoints somewhat after the grand Stelvio scenery. We but follow the valley of the Adige, where excellent wine is grown and drunk. Now and a non the Etsch rushes forth in a romantic ravine. Thus
VIEW OF MERAN.
at Latsch, beyond the considerable village of Schlanders (Hotels: Post; W. Kreuz), on the way to Castelbell, with its picturesque though ruined Schloss. Near Staben lies the quiet Bad Kochenmoos. Beyond Naturns (3 3/4 h. from Eyrs) the Etsch forms several rapids. Magnificent view over the smiling valley of Meran, with its hamlets, country-houses, and vineyards, as we approach.

Meran (5,000 inhabitants), the old capital of the Tyrol, on the Passer, in a fine situation, 1,000 ft. high. In the spring and autumn many invalids come hither either for the milk or grape cure, the climate being mild, although snow-peaks are in sight. There is a good Kurhaus, with charming promenades.

Hotels: *Habsburger Hof, near the station; *Tiroler Hof; Post; de l’Europe; Grafen von Meran; Harsfurter; Meraner Hof; Austria; Stadt München; Forsterbräu; Walder; Erzherzog Rainer. - Pensions numerous and good. - Restaurants: Raffl; Kurhaus (with table d’hôte and café). All the hotels have restaurants. - Cafés: Wieser; Gilf. - Visitors' Tax (after 2 1/2 d.), 1 G. a week, for 12 weeks. Children half-price. - Post-Office, Sandplatz. - Carriages from the station into the town, 60 Kr.; w. 2 horses, 1 G.; 1/2 h., 30 or 60 Kr.; 1/2 h., 60 or 120 Kr.; 1 h. 105 or 210 Kr. - English church service. - Newspapers, at the Kurhaus. Season tickets (1 1/2 G. a week; 3 G. a month; 7 G. a quarter, each person; family tickets less) entitle to the use of the different rooms at the Kurhaus, which has also baths. - Music (daily). - Principal Attractions. The Giselapromenade on the Passer, with its poplars and the Kurhaus, the Stephaniepromenade; the other Anlagen, extending to the Elisabethgarten in Obermais; and the new Gilfanlage are the most favourite promenades. - Excursions to Schloss Tirol (3 1/2 h. there and back), the old and ruined castle on the Küchelberg, formerly the residence of the counts of the Tyrol, with extensive and glorious views from the Kaisersaal; to Schloss Lebenberg; to Schönna, and numerous other interesting points.

Meran is connected by a railway (20 m. in 1 1/2 h.) with Bozen, on the line to Innsbrück (Route 46).
Eighteenth Route.

FROM ZÜRICH TO LUCERNE (via Zug). RIGI.

(Swiss N. E. Railway; 41 m. in 1 h. 25 m., by express.)

The usual way for tourists is to proceed straight on to Lucerne, and cross the lake afterwards to Vitznau for the ascent of the Rigi. I think it preferable, however, that you should alight at Zug, because this will enable you to visit the curious little capital of the smallest Swiss canton and its charming lake; afterwards crossing it to Arth, for the ascent of the Rigi upon the side, which, if not the most picturesque, is certainly the most interesting.

En route for Zug, therefore!

18 m. Mettmenstetten, whence diligence (in 50 min.) to Hansen, for the well-known "hydro" Albisbrunn, at the foot of the Albis.

24¼ m. Zug (5,000 inh. Hotels: Ochse; Löwe; Hirsch; Bahnhof), divided into a lower town, with lake quays, made after the disastrous subsidence of 1889 that engulfed many houses and burghers, and an upper town, having much left of its mediaeval quaintness. There is a museum in the old town-hall. Fine prospects from the Zuger Berg, with the two Kurhäuser: Felsenegg and Schönfels.

Another spot, much frequented in summer, is Menzingen, reached by diligence in 1½ h. (Hotels: Löwe; Hirsch). On the Menzingen heights stands the Schönbrunn "hydro", with fine views.

The steamers to Arth, on the extreme other side of the lake, which is 8½ m. long, 21/2 m. wide, and up to 650 ft. deep, perform the journey in about one h. from Zug, where they depart either at the town landing-stage, the railway station, or at both. The trip is beautiful, the first stoppage being at Lothenbach, and the second at Immensee (Hotel: Rigi), a station of the St. Gotthard Railway (Route 26), whence an omnibus goes several times a day in 30 min. to Küsnacht, on the lake of the Four Cantons (see next route). At Arth (Hotels: Rigi; Adler), a small village of 2,300 inh. at the foot of the Rigi, you find the train ready to take you to Goldau, a station of the St. Gotthard Railway, where the cog-wheel line up the Rigi commences. It is
about seven m. long, and was first operated in 1875, 4 years after the completion of the Vitznau line. The opening of these lines has revolutionised not only the whole Rigi traffic, but also all mountain travelling in Switzerland, as explained on page 158. Thousands now go up the Rigi that formerly shrunk from the ordeal, although the mountain is but 5,905 feet high, and the Kulm, or some other coign of vantage, is so easily reached from Zürich, Lucerne, etc., that people frequently plan an ascent on a fine afternoon, following a bad morning. And despite an increasing competition by other favourites, the Rigi is still “facile princeps” among the Swiss peaks. For the average tourist in Switzerland it continues to be the goal of all his loftiest aspirations. He could no more leave the country without having responded to the call of the Alpenhorn on the Kulm, announcing the advent of King Sol, than visit Rom and ignore the Pope. To him it is like the notorious cake of soap to the equally notorious baby — “he won’t be happy till he gets it”. But the old traveller, who has “done” his Rigi 30 years ago, revisits the famous summit with mingled feelings of astonishment and unfeigned regret. Where he climbed the mountain in the company of some simple-minded tourists, light-hearted and light-baggaged like himself, he now meets the “heavy” travellers of Europe, laden with ladies and luggage; the small engines of the Rigi railways up-toiling under a crushing weight of saratogas, filled with the latest products of Broadway, Regent Street, and the Boulevards. And on the summit the antique tourist no longer finds the surroundings of yore — plain fare in plain rooms. He discovers salons as “choicely” furnished as in the lowlands he has quitted two or three hours since, a brilliant table d’hôte in a gorgeous “salle à manger”, where ladies and gentlemen appear in evening dress, frequently, and “dressy” anyhow; a drawing-room, not less stylish, in which he may listen to the amateur diva from Somewhere Terrace in London, warbling sweet nothings to the piano accompaniment of Signor Longhairio from Palermo, 6,000 ft. above the usual human level. In fact, life on the Rigi nowadays is high-life in every sense of the word.

The following are the Rigi railways: Arth-Rigi kulm, in 1 h. 15 min. uphill (8 frs.) or downhill (4 frs.); return
fare, 11 frs. — 2. Vitznau-Rigikulm, in 1 h. 20 min. uphill (7 frs.) or downhill (3½ frs.); return fare, 10½ frs. — 3. Rigischeidegg-Kaltbad, in 40 min. uphill or downhill. The latter line belongs to the Vitznau company and has no cog-wheel appliances. The maximum gradient on the Arth line is 1:5, and 1:4 on the Vitznau line.

But here we are starting from Goldau, after having had our luggage overhauled in a very strict fashion, every article above 5 kilograms being charged for.

At first some people feel a little nervous, as the cars are being pushed up by the peculiar engines, but they soon rid themselves of their alarms, as the motion is so slowly steady, and as they get a rooted conviction that there is absolutely no danger.

We traverse the scene of the terrible Rossberg landslip in Sept. 1806, which destroyed four villages and killed nigh 500 unfortunate people, besides numerous herds of cattle. Part of the huge mass of earth thrown from the mountain (5,127 ft. high) overwhelmed Lowerz and its lake, causing a tidal wave that swamped the island of Schwanau (70 ft. high) and the village of Seewen. Stones of prodigious size lie about in every direction, some grim and bare, like the Rossberg itself where it gave way, some covered with moss and grass. Past the formidable Kräbelwand, the most difficult portion of the line, and by wooded ravines, we soon reach (5 m.) Klösterli (Hotels: Schwert; Sonne), the name of a small Capuchin monastery and hospice, the former being inhabited all the year round by some monks from Arth. There is a local pilgrimage to the chapel of "Maria-zum-Schnee" adjoining. Nearly 1½ m. further lies Rigistaffel (Hotels: *Rigistaffel; Staffelkulm; Rigibahn), where the Rigi railways have their junction. The Staffel is 5,262 ft. high, and upon the traveller from Arth the panorama towards the lake of the Four Cantons bursts like a magical vision. Hence, a short ride brings us to the Kulm and its hotels, which all belong to the Schreiber firm. Being a monopoly, the charges are pretty high, higher than those at the Staffel, Kaltbad, and Scheidegg establishments, but not higher than the circumstances seem to warrant. The oldest of the Kulm houses dates from 1842. Closed, and frequently damaged, during the winter, they are invariably
crowded in the summer season. It is, therefore, wise to write for rooms beforehand. The best period of the day to arrive is the afternoon, in time for the table d'hôte dinner, after which you have plenty of leisure to throw yourself upon the mercy of the Weather Clerk for an unclouded sunset. Next morning you have yourself awakened in good time, of course, to witness sunrise, and, simultaneously, the curious gathering of nationalities upon the summit, people dressed anyhow and anywhere, but all rightly intent on the glorious spectacle before them. I am not going to describe that spectacle to you — it should be seen. No description could do it full justice. Nor am I able to recommend the system of those who watch the magnificent panorama of mountains, valleys, lakes, clouds mingling with eternal snow, and the glory of dawn gradually stealing and spreading over all, guide-book in hand, to scrutinise every sheet of water and every mountain top, often accusing their Tschudi of cheating them out of a peak. Dear me! Does it matter very much, whether a lake is called Brienz or Thun, whether a white and glittering pyramid which you justly admire is the Wetterhorn or the Matterhorn? A Monte Rosa by any other name would appear as grand to the marvelled eye.

The fame of the Rigi has been perhaps a little overdone. Yet the fact remains that, standing by itself, it secures an all-round vista second to none, although the Faulhorn and Mont Pilatus afford detailed panoramas not available from the Rigi. There is a Belvedere on the latter, and an active canvass by the lenders of telescopes, and the vendors of photographs, Edelweiss and curios. You are lucky, if you escape unscathed through their hands!

After breakfast, most of the company assembled at Schreiber's for one night, prepare for the descent to either Arth, Weggis, or Vitznau. Many walk, and to these I recommend the Weggis route. The railway to Vitznau, terminating at a station not far from the landing-stage of the lake steamers, offers fine views nearly all the time. You first pass the Kaltbad station (Hotels: Rigikaltbad, with covered promenade and English church service; Bellevue), where the branch line referred to leads to the hotel Rigifirst and to the *Kurhaus (English church service) on the Scheidegg (5,405 ft.). The views from the Kaltbad and the
Scheidegg, though fine, are not so extensive as from the Kulm. There are many walks: — to St. Michael’s Chapel, the Känzeli, a pavilion on a projecting rock, etc. The Rothstock (5,455 ft.) and other summits may be ascended. Past the Romiti-Felsenthor station, with another large hotel, the train attains the narrow and deep gorge of the Schnurtobel, which it crosses on an iron bridge, than runs through a tunnel, and 20 min. afterwards comes to a standstill at Vitznau.

We had left the train at Zug (p. 196). It skirts the lake of Zug, then enters (31 m.) Rothkrenz, on the St. Gotthard Railway (Route 26), penetrating into the valley of the Reuss, which river it crosses by a bridge 178 yards long; beyond the Rothsee. Shortly before reaching Lucerne, the line joins the railways from Bâle and Berne, finally dashing into the Gütsch and into the Central railway station at

41 m. Lucerne, in German Luzern, in Italian Lucerna (21,000 inhabitants), the charming capital of the canton, seated upon both banks of the emerald Reuss, where it rushes from the lake of the Four Cantons. The position of the town, facing the great snow and ice mountains to the East, primarily the Rigi and Mont Pilatus, will always excite the wonder of novices, as it must again and again fascinate the eyes of veteran tourists. The name is supposed to be derived from “lucerna”, a lighthouse, identified by many with the old and picturesque tower, which stands in the Reuss near the lake. Perhaps it rather formed part of the fortifications, erected in 1385, of which walls and nine watch-towers remain. Four bridges span the tumultuous Reuss, the newest and widest one, built in 1869—1870, leading from the Central station to the Schweizerhof Quay, but the most interesting are the Mühlenbrücke and the Kapellbrücke, both covered, mediæval, and extremely curious. The former has crude paintings from a Dance of Death, the latter, equally primitive oil-pictures, illustrating the lives of St. Leodegar and St. Mauritius.

Hotels: *Schweizerhof; *Luzernerhof, two large and well-known hotels, belonging to the same proprietors; *National; du Lac; Beaurivage; de l’Europe; du Cygne; du Rigi; d’Angleterre; St. Gotthard; Victoria; des Balances; de la Poste; Krone. Not a few of these
Hotels are shut in winter. — Pensions very numerous. — Restaurants at all the hotels, at the Central railway station, at the Kursaal, at the Gütsch, with rooms (p. 203), and at the Stadthof; Chalet; Alpenclub. — Music at the Kursaal, which has also dining-, reading-, gambling-rooms, likewise a theatre.

Railway stations: Central (unworthy of Lucerne), for all parts; Brünig, adjoining; Gütsch, for the funicular railway (p. 203). — Steamers to the principal places on the lake, some of them being both rapid and excellent of accommodation. The best are on the Flüeilen line. The steamers usually depart from and arrive at the landing-stage near the Central station, as well as at that on the Schweizerhof Quay. — Row-boats, about 1 fr. an h. — Cabs: 1—2 p., ¼ h., 80 c.; 3—4 p., 1.20 fr.; to or from the stations, 1 or 2 fr. Double fares between 10 p. m. and 6 a. m. — Post-Office, Bahnhofsplatz. — English church service, at the Swiss Prot. church; Presbyterian, Mariahilfkirche.

Principal Attractions. The Scheizerhof Quay and the Quai National, forming a magnificent lake boulevard, always full and "chic" and gay in fine weather, are a perpetual attraction. Here stand the Kursaal, vulgo "Casino", the finest hotels and houses. Steamers arrive and depart. Rowers and sailors disport themselves on the emerald waves of the lake, bordered by the grand Alpine perspective yonder. — The Kapellbrücke is another favourite lounge. Here you may watch the swift Reuss and its swans and ducks for hours, without feeling tired — Hofkirche (7th c.) with 2 towers, a carved pulpit, etc. — Rathhaus (16th c.), with an interesting historical museum (1 fr.), containing arms, carvings, bronzes, stained glass, etc. — Lion Monument, cut into the natural rock by Ahorn (1821) from an exhibited model of Thorwaldsen.

It is a most striking representation of a huge lion (28 ft. long), wounded by the thrust of a broken lance and dying, yet guarding the Bourbon lily in its touching agony. An antique warrior, who is supposed to watch that lion in his grotto over a small pond, explains that
the monument is in honour of 26 officers and 760 soldiers of the Swiss Guard, who perished at the Tuileries in 1792, while defending the Bourbon family. Of course you knew it by the inscription; yet, you give him some trifle. He also shows you the chapel and the museum (1 fr.), with a picture exhibiting the guards "up and at them"! — Gl e t s c h e r g a r t e n (1 fr.), close to the lion monument, containing a most wonderful collection of glacier-mills, discovered in 1872 and illustrating the action of whirling ice on rock in bygone ages. There are many of these mills, one being 26 feet wide and 30 ft. deep, and some show a beautiful moulding. This is what Mark Twain has to say about an extraordinary relic of the ice-period:

"Close by the Lion of Lucerne is what they call the Glacier Garden, and it is the only one in the world. It is on high ground. Four or five years ago some workmen, who were digging foundations for a house, came upon this interesting relic of a long-departed age. Scientific men perceived in it a confirmation of their theories concerning the glacial period; so through their persuasions the little tract of ground was bought, and permanently protected against being built upon. The soil was removed, and there lay the rasped and guttered track which the ancient glacier had made as it moved along upon its slow and tedious journey. This track was perforated by huge pot-shaped holes in the bed-rock, formed by the turbulent torrent which flows beneath all glaciers. These huge round boulders still remain in the holes; they and the walls of the holes are worn smooth by the long-continued chafing which they gave each other in those old days. It took a mighty force to churn these big lumps of stone around in that vigorous way. The neighbouring country had a very different shape at that time — the valleys have risen up and become hills since, and the hills have become valleys. The boulders discovered in the pots had travelled a great distance, for there is no rock like them nearer than the distant Rhone glacier." There is a restaurant in one kiosk, and *Plyffer's relief of Central Switzerland in another. — M e y e r's D i o r a m a (Rigi and Pilatus), 1 fr. — S t a u f f e r's M u s e u m
(stuffed Swiss animals). — Güt sch, a popular resort, reached by the funicular railway cars every few minutes. Fine view from the restaurant on the lake, etc. — Drei Linden is another good point. — Excursions to Herrgottswald, Eigenthal, and Sonnenberg (*Kurhaus), popular health-resorts, are facilitated by the steam tramway to Kriens, at the foot of Mont Pilatus. — Sempach lies about ten m. from Lucerne, on the railway to Bâle (p. 164). Duke Leopold of Austria was signally defeated here in July 1386, through the famous self-sacrifice of Arnold von Winkelried, immortalised by Halbsuter's "Sempachlied". The 5th centenary of this Swiss victory was celebrated in 1886, a column with a lion being erected near the chapel.

Nineteenth Route.

THE LAKE OF THE FOUR CANTONS.

This beautiful lake, also called the lake of Lucerne, derives its name from the four cantons of Uri, Unterwalden, Schwyz, and Lucerne, whose rocky and lofty shores its limpid waters bathe. It has somewhat of the shape of an irregular cross, the grandest portion lying towards Brunnen (lake of Uri). Its area is 44 sq. m. Its greatest length, between Lucerne and Flüelen, measures 23 miles, its average width does not exceed 1½ m., but the lake is 12½ m. broad between the extremities at Alpnach and Küsnacht. Hidden currents and sudden winds of great violence (Föhn) make the lake of Lucerne very dangerous at times, and nobody should dream to navigate it without the aid of experienced shoremen. The following alphabetical list of the principal lake ports will facilitate research. The time given in brackets is that taken by the steamers from Lucerne (from the station landing-stage). Return- and circular tickets are, of course, materially cheaper.

Alpnachstad [50 min. viâ Stansstad direct; 85 min. viâ Hergiswyl and Stansstad; 2.40 frs.]. It is also reached by rail from Lucerne (Route 20), it being a station on the Brünig Railway. It lies at the south western angle of that part of the lake of Lucerne which is called the lake of Alpnach, and is approached through a very narrow channel.
As you near the town you keep the Pilatus in view, and also the Rotzberg, on which rises a ruined castle. Hotels: Pilatus; Stern; Rössli.

Alpnach is the lowland terminus of the Pilatus railway, built in 1886—1888 upon a new principle, but akin to that adopted in other mountain lines. It is 3 m. long, with a maximum gradient of 48:100, and the journey uphill or downhill (10 frs.; 6 frs.; return, 10 frs.) takes 1 1/2 h. The line crosses the Wolfort gorge on a stone bridge, skirts the Risleten, by means of heavy embankments, traverses three short tunnels before reaching Aemsigenalp, the water station for Pilatuskulm, and four tunnels more beyond it to reach the Kulm (6,785 ft.), where the large hotel *Pilatuskulm* and its dépendance stand. The peculiarity about the Kulm lies in the fact that it is not the Kulm, the real Kulm being the Tomlishorn (6,998 ft.), reached by an easy walk, from the hotel. The next highest summit of the Pilatus is the Esel (6,965 ft.), 6 minutes walk from the Kulm, with an enclosed plateau. The views from the different tops do not differ very much and strongly resemble the panorama from the Rigi (p. 199). The chances on the Pilatus, however, are against the tourist, as this mountain is more frequently enveloped in clouds than the Rigi. The most unfortunate part of the business is that the weather becomes worse, as a rule, whenever Mont Pilatus stands cloudless. The old lines:

Hat der Pilatus einen Hut
So wird das Wetter gut;
Hat er einen Degen,
So gibt es Regen,

fairly express this popular belief. It is even connected with the name of the giant ("mons pileatus", the "mountain with a hat"), though others derive it from Pontius Pilate, who, stricken with remorse, is supposed to have put an end to his days in the dark billows of the small Pilatussee. But as the railway has probably crushed the more rampant omens anent the fatal influences of the weird Pilatus, so it many deaden the curious superstitions of its history. What I wrote about the Rigi (p. 199) finds a ready, though somewhat modified, application to Mont Pilatus.
Beckenried [1 h.; 2.40; 1.20 fr.], with two piers. Charming situation on the southern shore, opposite Gersau. The delegates of the four Forest Cantons used to meet here. It is a pleasant walk (2½ h.) hence to Seelisberg (p. 207). Hotels: Nidwaldner; Sonne; Mond.

Brunnen [2 h. by ordinary steamer, less by express boat; 2.80, 2 frs.], a town of 3,000 inh., situated in one of the finest nooks of the lake, where the lake of Uri commences. The mountains are highest about here, and the whole surroundings extremely picturesque. To duly appreciate them, you should leave the steamer (or train) at Brunnen, and walk in the morning along the magnificent Axenstrasse (9 m.), partly hewn in and partly tunnelled through the rocks above the St. Gotthard Railway, to Flielen, or at least as far as Tellspalte, where the finest portion of the road is to be found. At Tellspalte (Hotel) you should descend to the water's edge. There you will find the landing-stage of the steamers, the small restaurant, and the chapel of Tell, who gave his name to the spot, close together. The chapel, rebuilt in 1880 and decorated with four frescoes by Stuckelberg, to represent the principal incidents in the legend of William Tell, is supposed to stand on the spot where Schiller's hero, so unkindly and abruptly, left Gessler's state-gondola. Over one hundred persons acquainted with Mr Tell personally were present, it is said, at the inauguration of the original chapel in 1388. The whole neighbourhood abounds with Tell souvenirs, that have mainly found a public outside Switzerland by Schiller's powerful, but historically untrustworthy, drama. The Forest Cantons owed a debt of gratitude to the Tell-tale poet, and they have tried to acquit themselves of it by a fine and large inscription to Schiller's memory on the Mythenstein, a huge and projecting rock opposite Brunnen. It has to be noted that Schiller never saw the scenery he so poetically depicted. Imagination is a wonderful thing. Walter Scott likewise described the Isle of Man from his mind's eye alone. Excursions abound at Brunnen. One of the most frequent and easy is to the Stoos (4,232 ft.; with a good Kurhaus), another to the Frohnlapstock (6,305 ft.; small inn). Fine views from both. Hotels at Brunnen: *Waldstätter Hof (with English church service); Adler; Aufdermauer; Rössli; Rigi; Brunnerhof; Bellevue; Frei-
Restaurants at all of them. Numerous Pensions. One of them stands on the Gütsch, a hill behind Brunnen. The *Axensels is a large hotel above the lake, on the way to Morschach, a much-frequented hill village (Hotel: Frohnalp), in a charming spot; the *Axenstein, another large hotel beyond (2,460 ft.), with park-like grounds, affording beautiful views, and an English church service in the building; reached by special omnibus from Brunnen in 50 min. (2 frs.)

Buochs [1 h. 10 min.; 2.40, 1.20 fr.], at the foot of the Buochser Horn (6,260 ft.). Pretty walk to Beckenried, the next steamboat station (p. 205). Diligence (in 45 min.) to Stanz (p. 207). Hotels: Krone; Hirsch.

Flüelen [2 h. by express steamer, nearly 3 h. by ordinary steamer; 3.65, 2.60 frs.], a village of 600 inh., at the extreme end of the lake of Uri, a station on the St. Gotthard Railway, and the terminus of the lake steamers, the landing-stage being close to the station.

Gersau [1 h. 5 min. by express steamer, 1 1/4 h. by ordinary steamer; 2.80, 1.40 fr.], a village of 1,000 inh. on the northern shore, between Vitznau and Brunnen, at the foot of the Rigischeidegg, reached in about 3 1/2 h. from here. Up to the year 1798, it formed, for many centuries, an independent republic of 12 sq. miles. It was annexed to Schwyz in 1817. The village is much patronised by invalids on account of its mild and equable climate. Hotels: Gersauer Hof; Müller, Sonne.

Hergiswyl [50 min.; 1.40, 1 fr.], a village at the foot of the Pilatus, whose Kulm may be ascended from here in about 4 h. by those that do not prefer the railway (p. 204). Guide unnecessary, baggage-carrier sufficient. Hotels: Schweizerheim; Rössli.

Kehrsiten [40 min.; 1.40, 1 fr.], a small station at the foot of the Bürgenstock, whose summit, the Hammetschwand, lies 3,720 ft. high. A funicular railway runs in 12 min. (1 1/2 or 1 fr. uphill, 1 fr. or ½ fr. downhill) as far as the *Bürgenstock hotel (2,855 ft.), with separate restaurant, in a beautiful and popular spot.

Küssnacht [45 min.; 2, 1 fr.], a village of 3,000 inh., on the northern bank of the lake, reached past Vordermeggen, with the romantic chateau of New-Habsburg, once inhabited
by the emperor Rudolph of Habsburg. The omnibus to Immensee (p. 196) traverses the remains of the famed "Hohle Gasse", in which, at the spot where now the frescoed chapel (rebuilt in 1834) stands, infamous Gessler is supposed to have been shot by famous Tell. Hotels: du Lac; Schwarzer Adler.

Stansstad [30 min. by express steamer; 60 min. by ordinary steamer; 1.50. 0.75 fr.], a village of some 800 inh. (Hotels: Winkelried; Freienhof), on the eastern shore of the lake of Alpnach. It was destroyed by the French in 1798 in their campaign against the men of Unterwalden, who refused to accept their "constitution". 2,000 of the latter for some time kept the French at bay, but were finally vanquished in a desperate hand-to-hand fight at Stans (2,500 inh. Hotels: Engel; Krone), the birth-place of Arnold von Winkelried (fine monument in the parish church), 2 m. from Stansstad, on the diligence road (3½ h.) to Engelenberg (2,000 inh., Hotels: *Sonnenberg; Engel; Tüllis, with English Church service), also reached from Beckenried (p. 205). Engelenberg (3,315 ft.) is one of the loveliest spots of Switzerland, and, therefore, much frequented. Excursions and fine views abound. Among the excursions are those to the Schwand, the Flühmatt, the Rothstock (9,252 ft., 5 h.; guides, 9 frs) and the Titlis (10,627 ft.; 8 h.; guides, 12 frs.). The latter is fatiguing, and so is the walk to Altorf over the Surenenpass (9 h.), but both are most interesting. The Surenenpass (7,562 ft.) is frequently covered with snow in the height of summer. To Meiringen, see p. 209.

Treib [1 h. 20 min; 2.80, 1.60 fr.], the station for Seelisberg, a well-known "Luftkurort", 1½ h. from the landing-stage (omnibus, 4 times a day, 2 frs.) It has a *Kurhaus in a fine situation, and the following inns: Bellevue; Löwen; lies close to the Seelissee, at the foot of the Seelisberger Kulm (6,316 ft.), and not far from the Grütli, a plateau on which, the 7th Nov. 1307, a solemn oath was taken, amongst others by Stauffacher, Arnold Anderhalde, and Fürst, a far-famed trio, to free the land from the foreigner. The spot is marked by three springs. They, the land upon which they rise, and the old-style guard-house, now belong to the Republic.

Vitznau [45 min. by quick boat, 50 min. by ordinary steamer; 2 or 1 fr.], a pretty spot at the foot of the Rigi,
terminus of the mountain railway, described page 199. Hotels: Rigi; Rigibahn; Pfyffer.

Weggis [30 min. by quick boat, 35 min. by ordinary steamer], another pretty village at the foot the Rigi. Ascents to the Kulm from here (3½ h.) not often undertaken now, but descents are frequent (2½ h.). The path commands fine views. Hotels: *Bellevue; Post; du Lac.

Twentieth Route.

FROM LUCERNE TO INTERLAKEN (BRÜNIG)

Jura Simplon Railway to Brienz, 36 m. in about 3½ h., by express. Steamer from Brienz to Böningen, in 50 min. Railway (Bödelibahn) from Böningen to Interlaken, in 12 min. The Brünig railway, opened in 1889, is a mountain line only from Giswyl. Up to that station it is an ordinary narrow-gauge railway. Although it may be a boon to many to be able to reach Interlaken in a few hours, others will, no doubt, regret the coaching days. These, however, are still able to walk over a very enjoyable route.

At the outset our iron steed follows for a while the eastern shore of the lake of the Four Cantons to Hergiswyl (p. 206), running through a tunnel to Alpnach (p. 203), there leaving the lake and proceeding to Kerns-Kägiswyl, at the mouth of the beautiful Melchthal. At (13 m.) Sarnen (4,000 inh. Hotels: Adler; Obwalden), the small lake of the same name is reached. We skirt it until Sachseln (1,500 inh. Hotels: Kreuz; Rössli), then ascend to Giswyl, where the mountain railway begins, and to Bürgeln, where the three-peaked Wetterhorn becomes visible. The pretty lake of Lungern, partly drained into that of Sarnen in 1836, lies far beneath the railway, which leads to the (22½ m.) village of Lungern (1,750 inh. Hotel: Brünig), and, through a short tunnel, up to (25½ m.) Brünig (3,295 ft. Hotel: Kurhaus, Brünig). This is the culminating point. Fine views towards Meiringen; thither our train rapidly descends by bold cuttings and curves.

28½ m. Meiringen (2,800 inh. Hotels: *du Sauvage, with English Church service; Brünig; Victoria; Couronne; *Reichenbach, with dépendance, at the foot of the Reichenbach falls (see p. 209). — Restaurants:
Jost: Railway. Also at the hotels. It is a picturesque place of considerable importance, and famous in the annals of Swiss travel. It lies on the Aare, whose inundations have been terrible at times, but scarcely less so than the ravages of fires. Nearly destroyed in 1879, it was again laid low by the flames in 1891. In the calm summer days, however, the harmless combination of those two destructive elements is admired, night after night, by numerous tourists and natives in the shape of the illuminated waterfalls at the back of Meiringen. The latter only form part of the cataracts in which the whole neighbourhood abounds. The finest, perhaps, are of those of the Reichenbach, on the way to Grindelwald, the upper one of which descends from a height of 800 feet. It has to be "fee-ed" (50 c.), like the central one (25 c.), but fees include the beautiful rainbows manufactured, free of charge, by the sun. The road to Grindelwald (7 h.; horse, 20 frs.) is very delightful. After visiting the falls of the Reichenbach, you ascend to the Gschwandtenmad Alp, a forested pasture in the midst of magnificent Alpine scenery, and (3 h. from Meiringen) to the Rosenlauibaths, with a good hotel, close to the famous *Gletscher, between the Engelhorn (9,133 ft.) and the Wellhorn (10,486 ft.). From this point it takes 2½ h. to reach the mountain ridge of the Hasli-Scheidegg or Great Scheidegg (inn, 6,430 ft. high), where the panorama is both extensive and splendid. The top of the Faulhorn (with inn) may be reached in 4 h. It lies 8,803 ft. high, and, therefore, is much loftier than the Rigi. The view cannot be compared to that from the latter mountain, which is more comprehensive, but less striking towards the Bernese Oberland. The descent from the Scheidegg to Grindelwald (p. 214) takes 2 h., in full view of the grand Wetterhorn (12,150 ft.), whose echoes are awakened by speculators firing shots and blowing Alpenhorns for 50 c.

Another interesting but fatiguing tramp (10 h.; horse, 35 frs.) is the one from Meiringen to Engelberg (p. 207), by the Joch Pass (7,245 ft.), past the Engstlenalp (with good inn and a "miraculous" spring), in the very midst of the white Alpine giants, Wetterhorn, Schreckhorn, Blümlisalp, and Titlis. Yet another arduous mountain tour leads from Meiringen, by the Susten, to Wasen, on the St.
Gotthard railway (Route 26). It takes 12 h. (horse, 35 frs). Susten-Scheidegg (7,420 ft.) lies beyond the Hölle, a rock-strewn desert, at the foot of the Stein Gletscher.

A deservedly popular excursion is the one from Meiringen to the Furca Pass (10 h.; horse, 25 frs. to the Grimsel, 40 frs. to Andermatt), the usual tour for those that want to approach Andermatt from the W. As far as Imhof (Hotels: Alpenrose; Hof), where the old carriage-road ends, the route is the same as for Wasen and Engelberg. Imhof may also be reached from Grindelwald direct. We follow the impetuous Aare to the village of Guttannen, the new and picturesque carriage-road running above it through cuttings and tunnels, then cross it by two bridges. 1/2 h. beyond the second, a path leads to the Handegg Fall (hotel), only visible to you if you are willing to deposit 50 c. for a stand on a platform or on a bridge, where you may see the Aare descending into a precipice of 250 ft. The volume of water and spray is stupendous.

The inn at the Handegg lies 4,570 ft. high. There is still more than 1,500 ft. to climb through a region, increasingly wild and dreary, devoid of all human habitation, except two chalets in the Räterichsboden (once a lake), before the hotel (called hospice) on the Grimsel is reached, 2½ h. after you have left the Handegg. It was originally a monastery, with a refuge for poor travellers, but is now merely a plain though decent inn, containing about 50 beds. It dates from 1852, former buildings having been destroyed by fire or avalanches. The inn is nearly 1,000 ft. below the Grimsel Pass which, in August 1799, was the remarkable scene of a hard fight between the Austrians and the French. Many perished in the black tarn, close to the house. The water, derived from a warm spring, never freezes, and the moss and grass on the small field beyond probably owe their vitality to the same cause. Here the innkeeper's cattle get whatever food they may. A good view of the whole neighbourhood is obtained from the Little Sidelhorn (9,075 ft.), 3 h. from the inn. It may, and in fact should, be combined with an excursion to the source of the Aare, by descending from the Little Sidelhorn to the Oberaare Gletscher and to the
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Unteraare Gletscher; the latter, 9 m. long and about 1½ m. broad, forks into the Lauteraare Gletscher and Finsteraare Gletscher. The Oberaare Gletscher has the well-appointed club hut (10,624 ft.), in which the night is passed in the ascent of the Finsteraarhorn (14,026 ft.), the loftiest of the Bernese giants. Another "high-topper" is the Galenstock (11,798 ft.), 6 h. from the hospice. The path to the summit of the Grimsel leads through snow, past the turning to Obergestelen and Brigue (Route 25), and past the dismal Todtensee, where many more Austrians and French lie in their watery grave, down along the Maienwaud, famous for its flowers, to the Hôtel du Glacier du Rhône (mediocre and dear), filled to overflowing with tourists at the time the diligences from Brigue and Andermatt meet. It lies at the foot of the great glacier, which advances into the valley like a huge monster, and is supposed to contain the origin of the great river, the Roman Rodanus, though others seek it in three springs behind the hotel. The road to Andermatt ascends in long zigzags around the Gletscher, which remains in view all the time, to the Furca (7,992 ft.), that has given its name to the road, one of the finest in Switzerland. On the summit of the pass there is a hotel, also a post-office. From here (2 h. from the Rhone Gletscher) the diligence, coming from Brigue, takes 3½ h. to Göscheneralp, on the St. Gotthard railway (Route 26), and 3 h. to Andermatt (Route 26). Up to Realp, about 1 h. before Andermatt, and ½ h. before Hospenthal (Hotels: G. Löwe; Meyerhof), where the Furca road meets the St. Gotthard road, the former remains beautiful.

We will now continue our journey to Brienz, which we had interrupted at Meiringen.

Brienz-Tracht (2,500 inh. Hotels: Weisses Kreuz; Bär) is reached after a ride of 20 min. from Meiringen. It lies at the foot of the B. Rothhorn (7,713 ft.), a mountain railway of nearly 5 m. leading to the hotel on the summit, and it also lies on the lake, 8½ m. long and more than 1 m. wide, the greatest depth being near Oberried (859 ft.). Surrounded by wooded slopes and mountains, it is charming. We soon find ourselves afloat on it, the steamer first of all steering its course to the station for the Giessbach, connected with the upper falls by a cable tramway. It lands
its freight in 6 min. (1 fr.; luggage extra) near the *Giessbach* hotel, with a post-office and English Church service, another inn, the Beausite, lying higher up. Many families stay en pension, the site being beautiful, apart from the seven famous cascades, which descend from the Schwarzhorn, the upper one (1,150 ft.), exciting, perhaps, the keenest admiration. Three bridges cross the waterfalls, and scaffolding behind the second one allows the curious a peep through the cataract, at least a back-view of it. On summer nights the Giessbach is illuminated with Bengal lights, for which a charge is made. Fine view from the Rauft rocks. From the hotel, the Faulhorn (p. 209) may be ascended in 6 h., and a charming promenade it is to Interlaken (3½ h.), by Bönigen, where the Brienz steamer lands you for the short railway to Interlaken (4,116 inh. including Unterseen), a famous resort, whose name implies what it is: “Inter Lachen”, “between the lakes” of Thun and Brienz, 2 m. apart. It lies 1,863 ft. high in the Aarthal (Bödeli), between high mountains, and in full view of the Bernese peaks, particularly of the Jungfrau. It has been called a mountain street, filled with splendid hotels and shops. In the summer months that street, the beautiful Höheweg lined with walnut-trees, has life, during the winter months it is deserted, dead.

Hotels: *Beaurivage; *Interlaken (excellent); Jungfraublick (well recommended); Victoria; Belvedere; Suisse; Jungfrau: des Alpes; du Lac; du Nord; Métropole; National; Bellevue; Oberland; Unterseen; du Pont; Ober. These hotels are spread over a pretty large area. In the season the charges in them are rather high, but cheaper houses may be found in the environs of Interlaken, thus at Bönigen, Wilderswyl, etc.

Restaurants and Cafés at most of the hotels and at the Casino, on the Höheweg, with reading- and concert-rooms, also a large garden (music) and a whey-cure establishment. Subscribers to the Casino pay 2½ frs. a week, or 10 frs. a month, and enjoy certain privileges. Day tickets, 50 c.

Carriages, 1 or 2 frs., according to distance. — Donkeys, 1½ fr. an hour. Horses to various points, as per tariff. — Post-Office, near the Oberland
hotel. — English Church service, in the old Convent; Scotch kirk, Schlossscheistei. — Excursions to the Kleine Rugen, Heimwehfluh, the Unspunnen ruin; St. Beatenberg (Hotels: Kurhaus; Schönegg; des Alpes; Victoria), by rail and steamer to the station on the lake of Thun, thence by cable tramway (15 min.; 2½ frs. uphill; 1 fr. downhill; 3 frs. ret.), or along the new and charming road to Thun, which passes that well-known health-resort; to the Abendberg (Hotel: Bellevue), about 2 h. from Interlaken; to the Scheinige Platte (6,790 ft.), 4 h., a fine point of view (Hotel: Alpenrose). The latter excursion may be combined with an ascent of the Faulhorn (p. 209), 4 h. from the Platte. In this part of Switzerland, nearly every excursion is worth undertaking.

**EXCURSION TO LAUTERBRUNNEN AND GRINDELWALD.**

Bernese Oberland Railways, opened in 1890, upon the adhesive and cog-wheel system. There are through trains between Interlaken and Lauterbrunnen. In others you have to change at Zweilutschinen, where the White and the Black Lütschine, also the Lauterbrunnen and Grindelwald lines, form their junction. It takes 45 min. from the Zollhaus station at Interlaken to Lauterbrunnen, and 1 h. 18 min. from Interlaken to Grindelwald. The railway company issues circular tickets, available to go to Lauterbrunnen and return from Grindelwald. That is the tour I would recommend you to carry out. Between Lauterbrunnen and Grindelwald you should use your unmentionables, or a mule. **Lauterbrunnen** (Hotels: Staubbach; Steinbock), in a rocky dale, is a prosperous little village, living on the Jungfrau and on the too famous Staubbach, which descends like a veil of spray or dust (hence, Staub-Bach: "Dust-Brook") from a neighbouring height of nearly 1,000 ft. By all means go and see it, if you can, for sometimes (in dry weather) the veil is like dust thrown into your eyes — you cannot see anything, and complaints against Mr Staubbach are, of course, una "veil"ing. As a humble guide you will allow me to say that the fall of the Trummelbach (higher up the valley, with good
hotel; 1½ h., carriage 4 frs.) is much more wonderful than the Staubbach. It will cost you a few centimes to see, but it would be cheap at so many francs. The impetuous Bach comes crashing and whirling through a natural tunnel it has created; you are unable to see the beginning, and it is like a fairy fountain, only a little more boisterous.

From Lauterbrunnen you ascend by electric railway in 45 min. (3½ frs.; ret. 6 frs.) to that delightfully situated village of Mürren (Hotels: *Kurhaus; des Alpes; Jungfrau. English Church service), which always excites the wonderment of all tourists, new and old. It lies close to the Gimmelwald (Hotel: Schilthorn), overlooking the beautiful Seinenthal, und unfar Trachtsellauen, with the celebrated fall of the Schmadribach, on the way to the Tschingel Pass (9,267 ft.), for Kandersteg and the Gemmi (p. 215).

A walk of 6 h. (horse, 20 frs.) separates Lauterbrunnen from Grindelwald by the Wengernalp, a magnificent point of view (Hotel: *Jungfrau) on the brink of the sombre Trümleten ravine, opposite the Jungfrau (13,670 ft.), Schneehorn, and Silberhorn, apparently so near that a thrown stone might touch them, yet a good distance away, of course. Many visitors from all parts of the globe do congregate on the Wengernalp, to watch the never-ceasing avalanches and catch their curious roar. From here it is ¾ h. to the Little Scheidegg (Hotel: Bellevue), a narrow ridge with a splendid panorama, and 3 h. to Grindelwald, properly called Gydisdorf, the whole valley being Grindelwald (3,000 inh. Hotels: *Eiger; *Bür; Adler; Alpenruhe; Burgener; du Glacier. English Church service). It is a much-frequented tourists' resort and often overcrowded in summer, but, albeit its situation is charming, its fame has been a wee bit exaggerated. Mountain excursions are, of course, plenty as blackberries. The most usual ones are to the two glaciers, the upper one with the Eisboden, the lower one with two artificial ice grottoes (50 c. each) and the Eismeer. The price of horses and mules should
be ascertained beforehand. Gydisdorf is a great and famous centre of guides, and, for the most difficult ascents (Jungfrau, Mönch, Eiger, etc.) their charges (about 80 frs.) are very moderate. To the Grimsel (p. 210) over the S t r a h l e g g (10,994 ft.; guides, 40 frs.), it takes 14 laborious h.; to Meiringen, $6\frac{3}{4}$ h. (see p. 209).

**Twenty-first Route.**

**FROM INTERLAKEN TO BERNE.**

Railway (Bödelibahn) in 10 min. to Därliigen, on the lake of Thun. Steamer on this lake from Därliigen to Scherzliigen in 1$\frac{1}{4}$ h., and railway from Scherzliigen to Thun in 7 min. Or steamer from Därliigen to Thun in 1$\frac{1}{2}$ h. If possible, the new *road on the north bank of the lake should be used by pedestrians (see p. 213). Railway from Thun to Berne (Central Swiss), 19 m. in 1 h. 6 min.

The beautiful lake of Thun, about 11 m. by 2, and with a maximum depth of 709 ft., is traversed by the Aare. At the Interlaken side the shores are lofty and precipitous, framed in by the stupendous background of the Alpine giants. The banks towards Thun, on the other hand, are lower and more cultivated. Numerous villas on the green slopes betoken taste and wealth. Our steamer, after leaving Därliigen, first crosses the lake to St. Beatenberg (p. 213), then proceeds to Merligen (Hotel: Beatus), and recrosses the lake to Spiez, a pretty village (Hotel: Spiezer Hof), with fine chateau. A 40 minutes' drive takes you to Wimmis, for the ascent of the Niesen (7,763 ft.; inn with 50 beds near the summit). The *view is similar to the Rigi and Faulhorn panorama.

Spiez is the point de départ of one of the easiest and finest, therefore most frequented, mountain tours in Switzerland, viz. the Gemmi tour to Louèche, in the Rhone valley (14 h.). The diligence takes you in 5$\frac{3}{4}$ h. as far as Kandersteg (Hotels: Gemmi; Victoria; Bär), in delightful surroundings. You pass Emdthal, close to the saline and sulphur spa of Heustrich, on the Kander, Reichenbach, and Frutigen (Hotels: Adler; Bellevue; Helvetia), a thriving village. All the time the road affords you magnificent prospects.
At Bunderbach you are close to the romantic Blaue See, with good hotel. Kandersteg (3,840 ft.) lies in the midst of mountains and mountain excursions. Hence, mountaineers and guides are far from scarce here. A bridle-path ascends to the inn of Schwarzenbach (6,775 ft.) and its lake, then skirts the gloomy Daubensee, frozen over the greater part of the year, and at last reaches the Gemmi (7,553 ft.), 10 min. further. A horse from Kandersteg to this point, 15 frs. (See Route 25).

After leaving Spiez our steamer touches at Gunten and at Oberhofen, with a handsome chateau of the Pourtalès. Pensions are numerous, villas not less so. Finally, we stop at Scherzligen, the terminus of the Thun railway, the steamer continuing its journey down the swift and emerald Aare, first halting at the Bellevue then at the Freienhof hotel, both in

Thun (5,500 inh. Hotels: *Grand; *Freienhof; *Bellevue, with English chapel; Baumgarten; Krone; Falke; Kreuz. — Restaurants at all the hotels. — Cafés: du Casino; du Pont. — Music at the Kur- garten (50 c.; w. tickets, 2 frs.; monthly, 5 frs.). — Row-boats, as per tariff, 3 frs. per h.; less for a longer period or by the day. — Carriages to or from the station, 1 fr.; per h. 4, with 2 horses, 7 frs.). Thun is justly considered one of the most picturesque places in Switzerland. From the Churchyard terrace, reached at the side of the bridge by a covered flight of 218 steps, to the Church and the Castle of Zähringen-Kyburg, dating back to the 12th c., the view is beautiful, and not less so from the Schlosspromenade. Another flight of steps leads thence to the market-place and to the principal street which, with its footway on the projecting shops, reminds one of Chester and Berne. Walks are, of course, both varied and charming. Visit Schadau, the Gothic chateau of the de Rougemonts, on a Sunday afternoon, when the garden is open to the public; Schloss Hünegg; the Rabenfluh (2,844 ft.), the Haltenegg (3,287 ft.), etc. Closer at hand is the Jakobshübel, reached through the garden of the Bellevue hotel. From two pavilions beyond the vista is likewise beautiful. — Excursions to the
baths of Schnittweyer, Bad Blumenstein, and Bad Schwefelberg, small spas, made on foot or by carriage (tariff); to Gürnigelbad, 3½ h.'s walk from Thun, 4½ h. by diligence from Berne, with a large Kurhaus, on a plateau, and lime and sulphur spring; to the sulphurous baths of Weissenburg, 6 h. from Gürnigelbad. These may also be reached by the diligence from Thun, through the romantic Simmenthal, to Sweisimmen (Hotels: Krone; Simmenthal) and Saanen, whence the diligence takes 80 min. more to the popular summer resort of Château d'Oex (Hotels: Ours; Berthod. English Church service), at the foot of the Mont Cray (6,795 ft.) and amid grand scenery. The baths of Weissenburg lie near Weissenburg (diligence station), in a narrow gorge (carriage, 4 frs.). There are two Kurhäuser, with post- and telegraph offices, the new Kurhaus being the best.

There is a diligence from Thun through the Simmenthal to Lenk (Hotels: Krone; Hirsch; Stern), in 8 h. It has a well patronised Kuranstalt, with sulphur spring, in a beautiful valley at the foot of the three-peaked Wildstrubel (10,666 ft.). It takes 10½ h. by a bridle-path from Lenk to Sion in the valley of the Rhone (Route 25).

The ride between Thun and Berne is short but very beauteous on a clear day, the Bernese chain illuminating the traveller's horizon all along, until he reaches Berne (47,000 inhabitants), the picturesque seat of the Swiss Government and the capital of the canton, on a promontory 100 ft. above the Aare and 1,765 ft. above the ocean. Extensive wood-carving and watch-making are carried on here.

Hotels: *Bellevue; *Berner Hof; Schweizerhof; Falken; Jura; de France; Pfistern; Löwe; Storch; Stern; Weber. — Restaurants: Railway; Cassani. Also at the hotels. — Cafés: Casino; Berna; du Théâtre; du Pont: Sternwarte; Pavillon Münsterterrasse (music); Enge; Schänzli (concerts, summer theatre).

Cabs: ¼ h., 1—2 p., one horse, 80 c.; 3—4 p., 1.20 fr.; ½ h., 1.20 or 1.60 fr.; ¾ h. w. 2 horses, 1.20 fr.; a day, 15 or 20 frs. Double fares between 10 p. m.
and 6 a.m. — **Tramway** through the main street. **Cable Tramway** from the Council House to the Aarziel. — **Omnibus** to Wabern. — **Post-Office**, near the railway station. — **Theatre: Stadttheater**, closed in summer. — **Verkehrsbureau**, Laupenstrasse (every information given to tourists). — **British Minister. American Minister** and **U.S. Consulate-General.** — **English Church service**, Nägeligasse.

**Principal Attractions.** To know and appreciate them, you should follow me as under. From the railway station we first steer our course towards the *Kleine Schanze*, where the view on the river, the new Berne, arising beyond, and the distant Alps is strikingly beautiful. The long iron bridge over the Aare which you see is the *Kirchenfeldbrücke*, leading to Helvetia Square. Then we visit the *Bundesrathhaus*, where the debates of the two legislative assemblies are held in French and German. Antiquities and remains of lake-dwellings may be seen on the 3rd floor, and the whole landscape from the *roof*. Next we wend our way, past the new Council Hall (now building) and the *Münzterrasse*, to the *Historical Museum*, containing many Swiss souvenirs, and to the *Cathedral (Münster)*, a late-Gothic edifice, with unfinished belfry, a fine balustrade around the roof, and a beautifully sculptured western portal. It has a churchyard, converted into a promenade, the famous *Terrace*, with a magnificent vista and Tscharner's bronze statue of Berthold von Zähringen. Another statue, in the *Münsterplatz*, is that of Rud. von Erlach, who vanquished the enemies of Bern at Laupen (1339), between Berne and Lausanne. After enjoying the glories of the Terrace, we make a move towards the far-famed *den of bears*, containing the living arms of the town (*Bärn*), which, therefore, keeps them alive, out of a special fund. In 1798 the French took them away, but Bruin was reinstated after the downfall of Napoleon. We find the den on the other side of the Aare, crossed by the *Nydegg Bridge*, the middle arch of which (100 ft. high) has a span of 165 ft.
Here we turn round, to commence our delightful stroll through the arcaded and quaint high-street, formed by the Gerechtigkeitsgasse, the Kramgasse, the Marktgasse, and the Spitalgasse, leading to the railway station. The lively shops and the livelier venoors of fruits, flowers, and delicacies in the middle of the road form the liveliest of street scenes. Walk on until you reach the Clock-tower (Zeitglockenturm), once a city gate and now a leading attraction for tourists, who will wait here in their carriages or on foot to hear the cock crow and see the procession of bears. Further down is the Käfigthurm ("cage-tower", a very appropriate name for a prison). — Berne is rich in old and quaint fountains, the quaintest being the Kindlifresserbrunnen in the Kornhausplatz, representing an ogre swallowing little ones. — Have a peep at the Kunstmuseum (pictures, sculptures, etchings, etc. 50 c.), and at the Museum of Natural History, rich in *crystals. — Visit the Botanic Garden, and spend the evening at the Schänzli (see p. 217) — The Enge, on the Aare, and the wooded grounds of the Gurten hill, south of Berne, afford splendid surveys.

**Twenty-Second Route.**

FROM BERNE TO GENEVA (via Lausanne).

*(Jura and Simplon Railway, 98 miles in 4 hours, by express).*

After crossing the Sense, boundary between Berne and Fribourg, to Flamatt, junction for Laupen (p. 219), we traverse two tunnels and bridge the valley of the Sarine by the Grandfrey viaduct at a height of 250 ft., then enter 20 m. Fribourg, in German Freiburg (12,239 inhabitants. Hotels: *Grand; Suisse; Bellevue*), the antique capital of a French canton, beautifully situated on a rocky promontory above the Sarine, the houses being partly raised against the side of the precipice, as you will see when walking over Chaley's great *suspension bridge, built over the abyss in 1834, and measuring 270 yards. The plan is to cross the valley by that bridge, early in the morning if possible,
so as to meet the quaintly dressed villagers going to market, follow the road on the other side, until you reach the second suspension bridge, 250 yards long and much higher than the first one. It was constructed in 1840. Cross on it the Gotteron valley, working you way to the Loretto chapel, where the view is fine, and down to the Sarine bridge of stone. On the opposite bank, the ascent to the Town-hall, through quaint nooks and along old-fashioned and winding flights of steps, is extremely picturesque. The town-hall stands on the spot of the palace of the dukes of Zähringen, and in the shadow of a venerable lime-tree 14 ft. thick, which dates back, it is said, to the battle of Morat (1476). Near it, the Gothic St. Nicholas Church, founded in 1283, rebuilt in the 15th c., and restored some years ago. It has fine choir-stalls and Mooser’s far-famed organ (67 stops, 7,800 pipes). Two recitals daily, as a rule, in summer. At Fribourg the railway station is at an inconvenient distance from the centre of the town.
A diligence runs twice daily from Fribourg to Morat, in German Murten, near which, on the borders of the small lake, connected with the lake of Neuchâtel by the navigable Broye (steamers twice daily), Charles the Bold was signally defeated in June 1476 (marble obelisk, 1822). — Another diligence runs in 4 h. to the sulphur baths of the Lac Noir, a small lake among lofty mountains (Kurhaus).

To Yverdun (p. 167) the train from Fribourg takes 2 h. 36 m. Romont (1,885 inh. Hôtels: Cerf; Croix; Couronne), an old walled town, perched on a hill, with a castle and a Gothic church, both very venerable.

We cross the Broye and halt at Chexbres, whence a diligence descends in 45 min., along a beautiful road, to Vevey (p. 224), then emerge from a tunnel to enjoy a lovely panorama — the blue Lac Leman, encircled by its high mountains, and smiling villages innumerable on its banks. Two tunnels more, and two viaducts, on the last of which we skip the Paudèze valley, and our iron horse reaches 61 m. Lausanne (34,000 inhabitants), the capital of the canton of Vaud (in German Waadtland), among the hills of Jorat, about 1,700 ft. above sea-level. It lies some distance away from the lake of Geneva, its port being Ouchy (see p. 224). Its picturesque and salubrious position, combined with many excellent and cheap educational facilities, has made it a favourite residence for families, English, American, and German. Gibbon completed his "Decline and Fall of the Roman Empire" at Lausanne, in 1787. The house in which he wrote has entirely disappeared.

Hôtels: *Richemont; *Gibbon; Faucon; Grand Pont; Victoria; Beausite; du Nord; Bellevue. — Numerous and good Pensions. — Restaurants and Cafés: du Théâtre; Déria; Café Vaudois; Gambrinus (beer).

Cabs, 2 frs. a course. — Omnibus (station to town), 1 fr. — Cable Railway in 9 min. to Ouchy; frequent trains (50,25 c.; ret. 80,40 c.). There are three stations, the Lausanne terminus being near the Grand Pont, the Ouchy terminus close to the landing-stage of the lake steamers. On arriving by the Jura and Simplon railway, whose station is a little away from the
town, the nearest cable railway station is St Luce. — Post-Office, opposite the Gibbon hotel.

English Vice-Consulate. — English Church service, Avenue de Grancy; Wesleyan, Rue du Valentin; Scottish, Rue Rumine.

Principal Attractions. Grand Pont (a viaduct, 185 yards long), built by Pichard in 1839—1844 across the Flon valley, and connecting the old, walled town (Cité), where the Castle and the Cathedral are situated, with the newer quarters, around the Place St. François. — Castle, originally the turreted residence of the bishops, but now a cluster of Government offices. — Cathedral, dating from the 13th c., but restored in 1875—1887 under the direction of Viollet-Le-Duc. Handsome interior. Richly sculptured Apostles' Porch and choir-stalls. Beautiful vista from the tower and from the terrace, formerly the churchyard. — Cantonal Museum (fossils, remains of lake-dwell-
ings, etc.), always accessible, with or without the silver key. — Arland Collection (pictures), ditto. — *Signal, a beauty-spot ½ h. 's walk from the town, lies 2,126 ft. high. — Les Grandes Roches is another.

Before speeding on towards Geneva, I think it would be advisable to descend to Ouchy for a double steamboat excursion, the first to Villeneuve, the second thence to Bouveret and Evian. Returning to Ouchy across the lake, you will then have seen the most beautiful part of the deep-blue sheet of water, the Lacus Lemanus of the Romans, which, at all times, has excited the keenest admiration of poetic minds. It has a length of 45 m., and a maximum depth of 1,015 ft. (near Ouchy). Its width varies between 1½ and 8 m. It never freezes. A curious, unique, and as yet unexplained, phenomenon is the sudden alteration in the level of the lake, oftenest after a storm. It is called Seiches.

Ouchy (formerly named Rive) is but a small place, with many villas. Here Byron wrote the "Prisoner of Chillon" at the Hôtel d'Angleterre (then called Ancre hotel). Hotels: *Beaurivage; du Port. The steamer takes 1 h., along a grand coast, to

Veyey, in German Vivis (7,900 inh. Hotels: *Grand; du Lac; Monnet; Mooser; du Château; d'Angleterre; Trois Rois; du Pont; de la Poste. — Cafés: Bellevue; du Lac; du Théâtre; Restaurant du Casino. — Three steamboat piers. — Post-Office, Place de l'Ancien Port. — Electric Tramway to Chillon (p. 225). Trains, every 40 min., journey about 1 h. and stop at all the principal points along the coast. — Cabs, 1½ or 2 frs. per drive of ½ h.; per h., 3 or 4 frs. — Omnibus to Chexbres, 1 fr. (see p. 222). — Row-boats, as per tariff. — English Church).

Vevey, the ancient Vibiscus, has a charming situation, with fine quays along the lake, where the new Kurssaal stands. Rousseau laid the chief plot of his "Nouvelle Héloïse" at Vevey. In St. Martin's Church (on a hill) lie the remains of the Cromwellites Ludlow and Broughton, who condemned Charles I
to death, and peacefully ended their days at V. Many excursions.

Beyond Vevey, the steamer touches at Clarens (Hotels: Roth; des Créles; Marmier. — Numerous Pension), with its chateau on a hill, adjoining the so-called "Bosquet de Julie", Rousseau's original having ceased to exist. Clarens belongs to a cluster of villages, famed as health-resorts under the collective name of Montreux (10,696 inh.. Hotels: *Suisse; Bellevue; Victoria; de la Poste. — Cafés: des Alpes; Obermeyer. — English Church service. — Strangers' Bureau), a station of the railway and of the lake steamers. It should not be mixed up with the village of Montreux, \( \frac{1}{3} \) m. from the shore, at the base of the mountains, near the Chaudron gorge, spanned by a high bridge. Fine view from the Church terrace. Montreux has an elegant Kurhaus (adm. 1 fr.; w. tickets, 3; m., 5; quarterly, 20 frs.) with reading-, concert-, and other rooms. It lies on the way to Bonport (Hotels: de Paris; National, with dépendance; Breuer; Beaurivage; Bonport) and Territet (Hotels: des Alpes; Mont-Fleuri; d'Angleterre; du Lac). Both, like Glion (Hotels: Righi; du Midi; Glion; Victoria) and Vevey (Hotels: Bonivard; Masson), belong to Montreux.

The steamer next halts at Chillon station (Hotel: *Byron), some distance away from the massive and vast dungeon on a rock, which lies isolated in the lake, is connected with the shore by a bridge, 22 yards long, and owes so much of its fame to Byron's poem (p. 224). It must be remarked, however, that his poem does not refer to liberty-loving Bonivard, who was imprisoned here by a duke of Savoy in 1530, and kept in durance vile for six years. Byron, indeed, did not know the story until after the "Prisoner of Chillon". The castle (adm. 1 fr.) will be turned into a museum before long.

The next stations are Villeneuve (Hotels: de Ville; du Port), a walled town, where the Rhone valley may be said to commence, with its railway to Aigle and St. Maurice (p. 238); Bouveret, the last lake-station of the Rhone valley railway, which, from Geneva, runs along the southern bank and joins the above line near
St. Maurice, and St. Gingolph (Hotels: Suisse; Lion d’Or), a promontory traversed by the boundary-line between France and Switzerland.

Now come Meillerie and Evian-les-Bains (3,000 inh. Hotels: des Bains; d’Evian; des Etrangers; de France; du Nord), a much frequented and charmingly situated spa of the Haute Savoie, with a mineral spring (bicarbonate of soda), a bath-house, and a casino. Like Meillerie it lies on the railway to Geneva, which also passes Thonon (5,500 inh. Hotels: de l’Europe; de France; du Midi), the picturesque capital of the Chablais. Steamers skirt the southern bank of the lake of Geneva as far as Bouveret. From Evian, the steamer crosses to Ouchy in about 1/2 h.

We will now continue our journey to Geneva, past the ancient castle of Vufflens upon a hill, on to 67½ m. Morges (4,000 inh. Hotels: Mont Blanc; du Port), an oldish port, with a chateau, now an arsenal. The Mont Blanc becomes visible here, but the lake shores are somewhat disappointing. The pier lies away from the station. We skirt the lake and cross the Aubonne.

76 m. Rolle (2,500 inh. Hotels: Couronne; Tête Noire), among hills, on whose slopes grow excellent wines (“La Côte”). Fine and extensive view from the Signal de Bougy (2,910 ft.), 1 h. from Rolle, but also reached from Aubonne, a small place more inland, with Tavernier’s castle and a church, containing the ashes and the monument of famous Duquesne, who was exiled thither. An islet in the lake has a monument to general La Harpe, the tutor of the emperor Alexander I.

We perceive, nestling among trees, Prangins, once the seat of Joseph Bonaparte and, after his death, the chateau of “Plon Plon”, before we get to 83 m. Nyon (4,200 inh. Hotels: Beaurivage; Ange; du Lac), the Roman Noviodunum, quite antiquated looking with its five-towered, feudal castle. Fine views from the Terrasse, also from St. Cergues (3 h. by daily omnibus), whence the Dôle (5,505 ft.), the highest mountain of the Swiss Jura, may be ascended in 3 h. Diligence to Divonne (see p. 227), in 55 min.

89½ m. Coppet (Hotels: Ange; Croix Blanche; du Lac),
with a chateau, illustrated by the writings of "Corinne" (Madame de Staël), whose father, the celebrated Genevese financier Necker, resided here before being appointed minister in Paris under Louis XVI. Some souvenirs and David's family portraits still remain in the now doeful manor, which afterwards belonged to the comte de Broglie, "Corinne's" son-in-law. She and Necker lie buried in the beautiful grounds. Good "hydro" at Divonne, 3½ m. by road from Coppet.

98 m. Geneva, in German Genf, in French Genève, in Italian Ginevra (73,000 inhabitants, with the suburbs), the beautiful capital of the smallest canton next to Zug, lies on the slopes of two hills by the lake and along the blue Rhone, which, issuing forth from the lake, entered at Bouveret (p. 225), divides the town into two parts, the old town on the left bank, and the Quartier St. Gervais on the right bank. Geneva, the Genava of the Romans, became the capital of the Burgundian kingdom in 433, and in 1033 fell to the German empire. It rose to power during the Reformation, especially after Calvin (Caulvin or Chauvin), who came over from Paris in 1536, and whose influence (after a short banishment) assumed at times the intolerant extravagance of a dictatorship, had founded the Huguenot university (1559). He died at Geneva in 1564, leaving the town sufficiently wealthy and strong to withstand all the attempts of the dukes of Savoy to cow it into submission. During the 18th c. Geneva was given over to civil strife between the patricians and the bourgeois. The French took possession of the canton in 1798, but in 1814 it at length joined the Swiss Confederation. The walls of the town were demolished in 1850, and it has ceaselessly grown ever since. The most famous citizen of Geneva is Jean Jacques Rousseau, born in 1712. It is also the birth-place of Scaliger, Casaubon, de Candolle, de Saussure, Necker, Töpffer, and Pradier, the sculptor. Merle d'Aubigné died here in 1872 and Sismondi in 1842. Both were also natives. The Geneva or Red Cross Society (for the wounded in war) was the outcome of an international conference held at Geneva in 1864.

Hotels: *de Russie, very good, well situated, recommended; *National, excellent in every way; de la Paix; des Bergues; Beaurivage; d'Angleterre. All the foregoing
ROUSSEAU'S ISLAND AT GENEVA.
on the right bank. Métropole; de l’Ecu, both on the left bank. In town: de la Poste; du Lac; Victoria; de Paris; Mont Blanc; Suisse; de Genève; Baur. — Pensions, numerous and good. — Restaurants: Villard; du Théâtre; Taverne Anglaise. — Cafés: du Nord; de Genève; de la Couronne; du Lac; du Théâtre; du Musée; Lyrique; Kiosque des Bastions (often music), near the Botanic Garden.

Music (and other entertainments) at the Kursaal, Quai des Pâquis. Concerts in the Bâtiment Electoral and at the Theatre, which is closed in summer. — Strangers’ Information Office, Quai du Mont Blanc. — Reading Room (free), office of the “Geneva Telegraph”, Rue Levrier.

Railway Stations: Gare de Cornavin, Rue du Mont Blanc, for the Jura-Simplon and Paris lines; Gare des Vollandes (Eaux-Vives) for Annemasse, Annecy, Bouveret, and Bonneville. — Steamboat Piers: Jardin Anglais and Quai des Pâquis (for the express boats). Return-tickets on the steamers (3 days) made be made available for the return portion by railway (2nd cl.), if desired. Good cooking on the larger vessels. Compare p. 224 and 226. — Cabs: 1—4 p., per course, 1½ fr.; per h. 2½ frs. Higher fares after 10 p. m. in summer — Tramway to Carouge, Eaux-Vives, Chêne, Annemasse. Steam tramway to Ferney (p. 231). — Excursion Breaks (3 frs. each p.) to Ferney, Coppet, and Mornex (frequently). — Boats, for sailing or rowing, as per tariff. — Post-Office, Place de la Poste.

British Consul, Rue Bonivard. American, Rue des Alpes. — English Church, Rue du Mont Blanc; American, Rue des Voirons; Presbyterian, Place de la Fusterie. — Russian Chapel, Promenade St. Antoine (interesting).

Principal Attractions. Your first attention should be given to the magnificent quays. From the Quai du Mont Blanc, where Mont Blanc is plainly visible on fine days, proceed to the Pont des Bergues, past the Pont du Mont Blanc, the latest and the finest of the eight bridges that connect the two banks of the Rhone. Cross by the former, paying a visit to Rousseau’s
island, reached by a chain-bridge. It has a small café, an indifferent statue of the philosopher, by Pradier (1834), and a few trees. The view is worth the whole lot together. On the other side of the Pont des Bergues you will find the bronze National Monument (Dorer’s "Helvetia" and "Geneva"), in remembrance of Geneva’s joining the Confederation in 1814. It stands at the corner of the Jardin Anglais, a pleasant lounge, with a café (often music), Iguel’s bronze bust of Calame, and the lime-wood Rélief du Mont Blanc (½ fr. or free), in a kiosk. It is 26 ft. long. The Quai du Lac, of which the Jardin Anglais forms part, may be continued by the Quai des Eaux-Vives. Return by the Pont du Mont Blanc, 280 yards long, and stroll up the Quai des Pâquis, which leads to the Quai du Léman, past the Kursaal. On the way you will see the Monument of the Duke of Brunswick in the Place des Alpes. The late duke Charles, who died at Geneva in 1873, never knew what to do with his money. He wanted to give a final proof of his inborn financial ineptitude by bequeathing his immense wealth (20,000,000 frs.) to the town of Geneva, on condition that the Genevese should erect him a monument in accordance with minute instructions, left in his will. It struck him, despot and the people’s enemy, as funny to demand this of republicans. The result has been a gorgeous, pyramidal monstruosity, 66 ft. high, with plenty of marble, etc., but without taste. It is the copy of a tomb of one of the Scaligers at Verona, only much uglier, three stories high, the middle one being in the form of a Gothic chapel, and containing a sarcophagus, with Iguel’s recumbent figure of the late “dook”. Cain’s equestrian statue of him surmounts the whole structure. Numerous statues of Guelphs, etc. complete this hybrid concoction. — Cathédral (Romanesque), dating from the 11th c., spoiled by modern additions. It contains some noteworthy monuments, and the chair of Calvin, who preached in this church. — Musée Fol (antiquities). — Botanic Garden, de Candolle’s creation in 1816. It adjoins the Promenade des Bastions, a popular resort. — Musée Rath (½ fr., free on
certain days), founded by the Russian general Rath, born at Geneva. It contains pictures, sculptures, casts, etc. Among the former are good examples of the Swiss school. — Public Library, founded in 1551 by Bonivard (100,000 v., 1,600 MSS., many of Calvin and Rousseau). It belongs, with the *Natural History Museum, containing most valuable and rich collections, to the University, built in 1867—1871 (70 professors, 700 students). — Theatre, designed by Goss in the Renaissance style, and completed in 1879. — Town-hall, where the "Alabama" arbitrators sat in 1872. — Jardin Alpin d'Acclimatation, founded by the useful Society for the Protection of Alpine Plants, and forming a most interesting collection of Alpine flora from all parts of the world. Plants may be bought (See p. 239).

Many Excursions to the charming surroundings of Geneva. The following should not be omitted: 1. Bois de la Bâtie, a plateau about 1½ m. from Geneva, with a full view of the confluence of the blue Rhone with the ashy Arve. They seemingly refuse to mingle—a most curious sight. — 2. Ferney, best reached by tramway (½ h.). At Pregny you should alight for a visit to Baroness Adolph Rothschild's castle (tickets at the Geneva hotels, free). The grounds are very beautiful, and so is the view from the Pavillon. Pregny is likewise the station for the magnificent *Musée de l'Ariana, on a height commanding a delightful vista. The museum (free on 4 d. a week, otherwise 1 fr.), a present of Gust. Revilliod, contains many works of art, likewise a library of some importance. Ferney, also rightly called Ferney-Voltaire (because the "patriarche" created it in 1758), has many souvenirs in the castle which he built himself, and from whose balcony a lovely view is obtained. Here Voltaire resided for nearly 20 years, writing, but also acting as a kind landlord on a large estate. In the theatre (no longer existent) amateurs performed his tragedies. The chapel still bears the famous inscription "Deo erexit Voltaire." Lambert's bronze statue of the great man, presented in 1890 by the artist, adorns a green plot opposite the station.
3. The Salève (4,290 ft.), a mountain-top very popular with the Genevese. The ascent may be combined with an excursion to Carouge and Veirier by train, taking in the Arve and Rhone confluence (p. 231). From Veirier you should work your way up, through the rocky steps of the Pas de l’Echelle, to Monnetier, whence the top of the Salève (w. inn) is reached in 1½ h. (donkey, 4 frs.). Or drive to Mornex, a charming village on the slopes of the Petit Salève, and to Monnetier, which lies between the two Salèves. Mornex (Hotels: Beausite; Bellevue) is a much frequented summer-resort. Many remarkable caverns have been discovered on the Grand Salève. 4. Pertedu Rhône. Rail to Bellegarde, across the French frontier (1 h.), thence on foot to the spot, where the river formerly disappeared from view over a space of 120 yards. Very little remains of that once curious phenomenon, the bulk of the water having been diverted through a long tunnel to the works of a manufacturing company. This trip may be combined (via Culoz, junction for Paris and Turin), with a visit to the popular and delightful watering-place of Aix-les-Bains (5,580 inh. Hotels: de l’Europe; d’Aix; Venat; de la Galerie; Splendide; Beausite; Guillard; Damesin. — Restaurants: Dardel; de la Gare. — Casinos: Cercle; Villa des Fleurs. — Cabs: 1—2 p., 1 fr. per course. — English Church), 2½ h. beyond Bellegarde. It has warm sulphur springs and a large thermal establishment. Near at hand lie Marlioz, with cold sulphur springs, and the *Bourget Lake, on which steamers ply. The return to Geneva may be made by Annecy (11,334 inh. Hotels: d’Angleterre; Verdun), the antique and picturesque capital of the Haute Savoie, on its lake, 9 m. long, navigated by a steamer. Many beautiful excursions. A daily coach runs to Chamouny in 12 h. Annecy is about 1½ h.’s rail from Aix and 2½ h.’s rail from Geneva.

Twenty-third Route.

FROM GENEVA TO CHAMOUNY (56 m.).

There are three routes from Geneva to Chamouny, the first leading by diligence to Sixt (40 m. in 7 h.; 5 frs.)
VIEW OF MONT BLANC, CHAMOUNY.
and thence on horseback or on foot (10—12 h.) to Chamouny over the Col d'Anterne and the Col du Brévent (guide desirable; 18 frs.), if not over the Buet (guide, 28 frs.). Only few choose this route; it is very fatiguing, and, although picturesque, offers little inducement (provisions have to be carried). The usual modes of reaching Chamouny are either by diligence (9 h.; 19 frs.; ret. 34 frs.), a rather comfortless vehicle on this route, without coupé or banquette, or by rail to Cluses (28½ m. in 1 h. 45 min.) and on by diligence from there (27½ m. in 4½ h.; 8 frs.). Through fare, rail and diligence, 13.80 or 12.35 frs.; ret., available 7 d., 22.70 or 20.55 frs. Circular tickets (14 d.)—Geneva, Chamouny, Martigny, Evian, Geneva, or vice versâ (38 or 34 frs.)—are cheapest. But for the constant view of the Mont Blanc group, the journey would be rather tedious. The scenery improves rapidly after Cluses.

The railway to Cluses, starting from the Eaux-Vives station (p. 229), runs past Annemasse (junction for Bellegarde and Bouveret), the first stoppage on French territory, and Monnetier-Mornex (p. 232), over the Vaison (*viaduct) and the Foron, on to (13 m.) La Roche-sur-Foron (junction for Annecy, p. 232), a village with a ruined castle on a hill. Bridge and tunnel. Through the valley of the Arve, we near (20 m.) Bonneville (2,300 inh. Hotels: Couronne; Balance), on the Arve, with a fine bridge over it. Upon the n. bank stands the Savoyards' monument, upon the other, the large memorial to king Charles of Sardinia. Arrived at Cluses, we find the diligence waiting for us. Let the eager travellers scramble for a seat. As soon as the vehicle is full, go and claim a comfortable supplément!

Beyond Cluses, the diligence follows the right bank of the Arve, past Balme (with a curious stalactite grotto in a precipice; adm. 3 frs. each p.; a 2 h. 's excursion), the Pointe d'Areu (8,097 ft.), the Arpenaz waterfall, and the Pointe Percée (9,025 ft.), ascendable in 5½ h. from (39 m.) Salanches (Hotels: des Messageries; Mont Blanc; Bellevue), the next station, where the diligence stops 45 min. for a mediocre "dinner". After (44 m.) Domancy and Le Fayet, whence a side-road leads in 10 min. to the well-known spa of St. Gervais (hotel), with sulphureous springs, and to the beautiful village and health-resort of the same name.
we rapidly approach the end of our journey. On the left bank of the tumultuous Arve the road ascends to the tavern of Le Châtelard. A short side-road leads to Servoz and the magnificently wild Gorges de la Diosaz (1 fr.), with fine waterfalls formed by the Diosaz. From the road, the spectacle becomes grander as we near (50 m.) the inn of Les Montées and the fine bridge over the Arve. On come the glaciers (of Griaz, Taconay, des Bossons) in the Chamouny valley. Again we cross the Arve, and finally arrive at 56 m. Chamouny (2,300 inh.), also called Chamouni, Chamonix, and Chamounix, a scattered village in Savoy, at the further end of the grand valley, to which the English travellers Pococke and Wyndham first drew attention in the middle of last century. Among the earliest visitors after them was De Saussure, who went up Mont Blanc in 1787, Jacques Balmat and Dr. Paccard having preceded him the year before. With the present century, the valley of Chamouny, peopled by some 4,000 inhabitants, has constantly gained in popularity, and 20,000 tourists from everywhere visit it annually on an average. It lies 3,450 ft. high. Apart from its glorious situation, the village itself offers few attractions. On a square, close to the Arve and in front of the Royal hotel, stands the highly effective bronze group, unveiled in August 1887 upon the occasion of the celebration of the centenary of the first ascent of Mont Blanc, which, however, really took place in 1886. The group (by Salmson), standing on a granite block from Mont Blanc, and facing the white colossus, represents Balmat (another statue of whom is to be found near the church) showing Mont Blanc to dazzled De Saussure.

Hotels: *de Londres; de l’Union; *Impérial; Royal; Mont Blanc; Couttet; des Alpes; de France; Suisse; Beausite; de la Poste. The latter four are, perhaps, somewhat less expensive. — Café: de la Terrasse. — Guides (see remarks, p. 162). The authoritative tariff for all “ordinary” and “extraordinary” “runs” is to be found at every hotel. The rule is that travellers have to take the guides provided for them by the master-guide. There are only a few well speci-
fied exceptions. Of course, in ordinary excursions, nobody is obliged to take a guide, but one may be useful in carrying provisions, overcoats, etc. (up to 24 lbs. allowed by tariff). — English Church.

Walks, Excursions, and Ascents. Only a few can be noticed here. 1. Montanvert (6,303 ft. 2½ h.; hotel), for a view and crossing of the Mer de Glace, a Gletscher that finds its continuation (upward) in the Glacier du Géant. This excursion is usually followed by the ascent (1½ h.) of the Chapeau (5,082 ft.), a projecting rock with fine vista on the opposite side, reached over the so-called Mauvais Pas, a path hewn in the rock, a little steep, but perfectly safe, and, therefore, pas mauvais! The descent is accomplished along the Mauvais Pas hotel to Les Tines and Les Praz for Chamouny (2 h.), unless you wish to go up again on the other side of the valley to—2. La Flégère (2½ h.), a small plateau with a magnificent panorama. Descent to Chamouny in about 2 h.—3. The Brévent (8,285 ft.), on the same side, affords an even more splendid survey (7 h. from Ch. and back, 9 h. including the Flégère).—4. Le Jardin (12 h. from Ch. and back; fatiguing, but not difficult) is usually visited from the Montanvert (8 h.), where the night is passed. It forms a triangular rock in the Glacier de Talèfre, and is covered with Alpine flowers in summer — hence the name (guide, 16 frs., necessary). — 5. Mont Blanc, the highest mountain in Europe (15,730 ft.), is now ascended every year, even by blind people and ladies. The fatiguing, but not over-difficult, ascent is usually accomplished in two stages, the first (in 7 h.) to the Grands Mulets (10,000 ft.; small inn and large bill); the second (in 8 h.) to the summit. The descent may be done in one day. Except veteran mountaineers, who are allowed to take only one guide and one porter with them, each traveller is compelled to be accompanied by two guides (100 frs. each) and one porter (50 frs.). Two travellers may go up with three guides, three travellers with four guides, etc. "Mont Blanc-ing" is not cheap, therefore. The vista from the top is very
disappointing. Consequently, those that do not care about the ambition to go up in order to say they have been up, may content themselves with the ascent of a fine portion of the Mont Blanc route, viz. to the Pierre à l’Echelle (7,910 ft.; guide, 9 frs.), close to the Glacier des Bossons, on the way to the Grands Mulets. It offers a magnificent panorama of the Mont Blanc group. It lies about 1½ h. beyond the Pierre Pointue (6,722 ft., 3 h.; guide, 8 frs.), with a pavilion (restaurant), whence the view is likewise glorious. — 6. Glacier des Bossons, best visited from Chamouny on a wet or dull day (3 h.). To appreciate it, the Gletscher should be crossed — an easy thing (guide, 2 frs.; socks, 1 fr.; ice grotto, 1 fr.). This is an interesting excursion. — 7. Col du Géant (11,000 ft.), for Courmayeur (16 h. altogether; guide, 50 frs.), by Montanvert (p. 235), where the night is passed. Difficult. The Col, which is beautifully situated, has two huts. Courmayeur (Hotels: Angelo; Royal; Union; Mont Blanc), with mineral springs, much frequented in summer, also has a fine situation in the valley of Aosta, which lies above Chamouny, yet is warmer. From Courmayeur an omnibus runs in 4 h. (6 frs.) to ancient and picturesque Aosta (7,800 inh. Hotels: Lanié; Victoria; Mont Blanc. — Café: Nazionale), the Augusta Prætoria Salassorum of the Romans, who have left many interesting souvenirs, among others the Prætoria Gate and Augustus’ Triumphal Arch in the Corinthian style, through both of which the principal street leads to the remains of an antique bridge. Aosta, a walled town with many towers, has a cathedral worth seeing, the church and priory of St. Ours, Tortone’s statue of Victor Emanuel, and the tower made famous by X. de Maitre’s “Le Lépreux d’Aoste”. — Another route from Chamouny to Courmayeur is by Contamines and the Col des Fours (8,892 ft.), a beautiful but somewhat fatiguing tour in 3 d. By driving to Contamines, and pushing on the first day per pedes to Mottets (5½ h.) over the Col, Courmayeur may be reached the second day (guide, 20 frs. for 2, 24 frs. for 3 days, besides 16 frs. for the return journey).
This is the *Tour du Mont Blanc*, if completed by going from Courmayeur to Martigny by the Great St. Bernard (p. 239), or to Zermatt by the pass of St. Théodule (see under Zermatt).

**Twenty-fourth Route.**

**FROM CHAMOUNY TO THE RHONE VALLEY.**

Three principal routes lead from Chamouny into the valley of the Rhone: the *Tête Noire* and the *Col de Balme* routes to Martigny, and the *Salvan* route to Vernayaz. Coming from Chamouny, they are all the same as far as Argentière, a straggling village 6 m. beyond Chamouny, at the foot of the huge Glacier d'Argentière, which is easily explored even as far as the Jardin (p. 235). At Argentière (*Hotels: Couronne; Bellevue*) the roads part, the one to the left, a carriage-road, leading you to the Tête Noire, the other, merely a bridle-path, taking you to the Col de Balme. At the Châtelard hotel, beyond Valorcine, and just before the Tête Noire, there is again a bifurcation of roads, one leading to Martigny, the other to Vernayaz, by Salvan.

The Tête Noire and the Salvan routes, though bad at some places, are both praticable for carriages, but the former, albeit inferior in scenery, is much more frequented. Carriages, often exchanged at the Tête Noire hotel by coachmen anxious to return home, are very dear, the absence of tariff, owing to international jealousies (the roads leading through the border-lands of France and Switzerland), making the drivers extortionate and frequently unreasonable. Take the daily omnibus (16 frs.) from Chamouny to Martigny, and vice versa, or book a carriage through Cook, or hire a mule (24 frs.) for the Col de Balme.

The latter route (11 h. from Chamouny to Martigny, 10 h. in the opposite direction) is the favourite one with walkers, because it affords a glorious survey of the Mont Blanc group, which is not obtainable on the Tête Noire and Salvan routes. The Col de Balme lies 7,225 ft. above sea-level. It takes about 8—9 h. from Chamouny to either Martigny or Vernayaz. The road between Chamouny and the Tête Noire (4,000 ft.) has been somewhat improved of
late. The Tête Noire has an indifferent hotel and the Trient gorge (1 fr.), called "gouffre", with a natural bridge and an unnatural waterfall. Beyond Trient, the road is joined by the footpath over the Col de Balme, and then leads to the Col de Trient, also called Col de la Forclaz (4,997 ft.). Fine panorama of the valley of the Rhone before descending to Martigny.

The road from the Châtelard hotel to Vernayaz passes by Finhaut, in a romantic situation, the beautiful Gorges du Triège (1 fr.), and Salvan (Hotels: Gorges; Union), whence thirty windings, with splendid vistas, lead down to Vernayaz (see below) in 45 min.

**Twenty-fifth Route.**

**THE VALLEY OF THE RHONE (St. Maurice-Brigue).**

Jura and Simplon Railway, traversing a valley as famous for its beauty as for its fertility. From Geneva (comp. p. 226) to Brigue, 128½ m. in 6½ h., by express. From St. Maurice to Brigue, 58 m. in 3 h., by express. The line at present ends at Brigue, but will be continued into Italy through the Simplon.

St. Maurice (comp. p. 225. 1,670 inh. Hotels: Grisogono; Ecu; des Alpes), the Roman Agaunum, is an old town close to the Rhone, and under the Dent du Midi. It is supposed to owe its origin to St. Maurice, commander of the Theban legion, who suffered martyrdom here (?). St. Theodore founded the abbey in the 4th c., now occupied by Augustinian monks, who show you some interesting works of art. Omnibus to the sulphur baths of Lavey (15 min.), with good hotel and many excursions. At 6½ m. Vernayaz (Hotels: *Gorges du Trient; des Alpes; de Chamouny; Suisse. — English Church service) most travellers alight, some for Chamouny (p. 237—8), others to see the waterfall of the Salanfe, 230 ft. high, called *Pissevache, or to visit the Gorges du Trient (adm. 1 fr.), wild and curious, yet less so than the gorge of Pfaffers (p. 175). Both are close to Vernayaz. The gorges extend 7½ m. to the Tete Noire, but are not yet accessible throughout.

10 m. Martigny, in German Martinac 2,600 inh.
Hotels: *Mont Blanc; Clerc; Aigle; St. Bernard.* — Restaurant at the station), lies near the junction of the Rhone and the Dranse, at the foot of the Great St. Bernard. Martigny-Ville, in contradistinction to Martigny-Bourg, on the way to Aosta (see below), is surrounded by vineyards, whose excellence was already appreciated by those connoisseurs of good things, the Romans, and has a busy appearance in summer, being the starting-point for Chamonix (p. 237—8) and the Great St. Bernard. On the marketplace stands Courbet's bronze "Liberty".

The journey from Martigny to Aosta over the Great St. Bernard is one of $16\frac{1}{2}$ h., viz. 11 h. to the Hospice (from the Hospice, 9 h.) and $5\frac{1}{2}$ h. thence to Aosta (from Aosta, 8 h.), but by driving to the Cantine de Proz, where the carriage-road ends, walking thence to St. Rémy (4 h.), and driving again from the latter place to Aosta (4 h.), the whole tour may be accomplished in one day. A diligence runs daily from Martigny, in $3\frac{3}{4}$ h., as far as Orsières (3½ frs.), but the better plan, perhaps, is to hire a carriage to the Cantine de Proz (1 horse, 30; 2 h., 45 frs.). Mule thence to the Hospice, 5 frs. A diligence runs every day from St. Rémy, in 3 h., to Aosta (6 frs.). One-horse carriages, 10—12; two-horse carriages, 15—20 frs. The whole journey is highly picturesque.

The road over the Great St. Bernard, which Napoleon crossed in May 1802 with 30,000 soldiers, and numerous other warriors before him, passes (16½ m.) Liddes and Bourg-St. Pierre, a large village, with "Linnaea", a most interesting Alpine garden, started in 1889 by the Jardin d'Acclimation in Geneva (p. 231). We now soon reach the lonely Cantine de Proz (5,982 ft.), near the Proz glacier and the Mont Vélan (12,353 ft.), ascendable in 7 h. (guide, 25 frs.).

The chief point of interest lies, of course, in the Hospice (8,120 ft.), the present building dating from the 16th c., and the church from the 17th c. The famous monastery was founded in 962 by St. Bernard de Menthon, the brotherhood (now reduced to some 50 members) having for its principal mission the gratuitous succour of all travellers crossing the Alps. In forme
ages the brotherhood was much more numerous and wealthy than at present, many sovereigns of Christendom having endowed it with lands and various gifts. The St. Bernard monks now divide their love-task between the Simplon and the above Hospice. It is extremely arduous in winter, when they sally forth in quest of wanderers lost in the snow, helped by the celebrated dogs, whose kennels are worthy of a short visit. After a few years of this terrible work in an arctic climate, they break down and are sent to Martigny, where the brotherhood has its own hospice for this purpose. The monks still derive a certain (or rather uncertain) revenue from their lands, but the hospitality extended to some 20,000 travellers every year, only a small portion of whom pay anything, is of course a costly business. No conscientious tourist should leave the Hospice without a substantial contribution towards its needy treasury, and without visiting the valuable collections (antiquities, birds, etc.), the dwelling of the monks, the Desaix monument in the small chapel, the mortuary, where bodies found are kept for some time, and the lake. Near this lake are the site of an old temple to Jupiter Penninus ("Pennine Alps") and the Italian frontier, marked by stones, but the dogana is at St. Rémy, the first Italian village we enter on our descent towards Aosta, after passing the Alpine garden and the vacherie of the Hospice. From St. Rémy it takes 10 h. to Courmayeur (p. 236), over the Col de la Serena (7,580 ft.)

We continue our downward course to Etroubles and Gignod (3,260 ft.), a village in a romantic position. Here vegetation, which had well-nigh left us, recommences, growing more italianised as we approach Aosta (p. 236), with its extensive vineyards under the shadow of Monte Rosa.

There is another route from Martigny to Aosta, by the Col de Fenêtre (9,140 ft.), in 18½ h., more superb in scenery than, but scarcely so interesting as, that over the Great St. Bernard. You can drive as far as Lourtier, about 6 h. from Martigny, and, the first day, you should walk or ride thence to Chermontane, amid grand mountains and glaciers, passing the night in one of the chalets or in the club hut at Chanrion. Beyond the pass
(fine views) you have to walk down to Valpelline, whence a good carriage-road leads to Aosta.

14½ m. Saxon (Hotel: des Bains), a small watering-place at the foot of the Pierre-à-Voir (8,123 ft.), ascendable in 6 h. (guide 6, horse 12 frs.). The iodine spring seems to have lost all flavour, elasticity, and attraction ever since the closing of the gambling establishment, where play was much more innocent than in the present time at Lucerne and Interlaken. We cross three rivers, Rhone included, and enter

25½ m. Sion, in German Sitten (5,500 inh. Hotels: Poste; du Midi), capital of Valais (Wallis), the Roman Sedunum, on the Sionne, flowing under the main street. Much damage was done by a fire in 1788. It reduced to ruins the castle of Majoria, also Tourbillon, another castle (1294) on a height, whence the view is very fine. The towered castle of Valeria near Notre Dame de Valère (9th—12th c.), with some remarkable carvings, occupies the site of an old Roman fort. Cathedral, with good roodloft. The bishops of Sitten, who were also counts of Valais, held great power at one time, as the present remains prove.

35½ m. Sierre, in German Siders (1,350 inh. Hotels: Bellevue; Post. — English Church service), on a hill near the Rhone, amid famous vineyards, with the Schinderthurm, a ruined castle, and the Géronde farm (once a monastery). Many quaint houses. Two tunnels and deep cuttings lead our train to the Rhone, which we cross before entering

39½ m. Louèche—Souste, in German Leuk-Susten (Hotel: Souste), the station for the Baths of Louèche (Leuker Bad), reached in 3 h. along a beautiful road (carriages, 13 and 25 frs.; diligence, 4 frs.). Leuk itself lies, away from the Rhone, on an eminence.

Louèche-les-Bains (600 inh. Hotels: *des Alpes; *de France; Maison Blanche, with dépendance; Union; Brunner.—English Church) is a charmingly situated village, with over 20 hot springs (up to 125 F.), that are extensively used in skin diseases. It is much frequented and has two bath-houses, besides a gratuitous Kurhaus for the poor of all countries. The gradual soaking process, which most of the patients have to undergo for
a certain number of days, is extremely curious to watch from the galleries. In fact they play, or rather soak, to the gallery. For hours they sit in lime-water, with floating tables before them, on which they read, breakfast, dine, play chess or cards. Chatting and smoking also form a congenial pastime since flirting was abolished, ladies and gentlemen now having to soak separately. So edifying is this spectacle, that photographs of it are sold to interested tourists. I possess one, which I have shown many a time to the incredulous. The Kurpromenade and the Precipice Walk afford pleasant strolls, at the end of which we may ascend by the eight ladders to Albinen, a hill-village, which, formerly, could be reached only in that way. But the chief attraction of Louèche is the Gemmi (g hard), a perpendicular rock or wall, already mentioned p. 216. It rises nearly 2,000 ft. high along an extraordinary precipice, above which, in the middle of last century, they have cut into the rock a most wonderful zigzag pathway 2 m. in length. Starting from Louèche, you do not perceive it at all until you have reached the foot of the mountain, nor can you see whither you are going, when once you are upon it. Eagles sometimes swoop past you over the path, which is just broad enough for two mules to stand abreast. It is safe to go upward on a mule, but not downward. A French countess lost her life in this manner (1861), and a small cross marks the spot. Riding downward has been forbidden ever since. Over the precipice the remains are shown of a hut, to which an eccentric hermit used to climb up a pole. The walk from Louèche to the top of the Gemmi or Daube (7,553 ft.) usually takes 2 h. The magnificent panorama from the inn there, which lies on the way to Kandersteg (p. 215), includes a fine portion of the Alpine world: Matterhorn, Monte Rosa, and Weisshorn.

521/2 m. Viège, in German Visp or Vissach (858 inh. Hotels: Post; Sonne; des Alpes. Beds at the railway restaurant), a village charmingly situated at the mouth of the Vispthal, under the Balfrinhorn (12,475 ft). On a height lies the pilgrim church of Wandfluh.

Viège is the stopping-place for Zermatt, formerly to be reached only by walking or riding to St. Niklaus, and
driving thence to Zermatt, the whole tour occupying about 8 h. on foot, exclusive of a 2 h.'s halt at St. Niklaus, and less, of course, by driving from the latter place to Zermatt. The railway, completed in 1891 by a private firm, and constructed partly upon the rack-and-pinion, partly upon the adhesive system, has revolutionised all this, and now enables travellers to reach Zermatt within 3 h. after having left Viège. It first touches Stalden, whence it is a walk of 3½ h. (horse, 15 frs.) to Saas-im-Grund (Hotel: Monte Moro. — English Church service), close to Fee (5,900 ft. Hotels: Bellevue; du Dôme), dear to the heart of all mountaineers, who here find the grandest surroundings: high peaks around the beautiful Fee Glacier. 5½ h. beyond Saas lies the Moro Pass (9,390 ft.), between the St. Joderhorn and the Monte Moro, affording a splendid survey of the Monte Rosa range. The descent towards Macugnaga, a conglomeration of six villages on the Italian side of Monte Rosa (Hotels: Monte Rosa; Monte Moro), takes 3 h. From Saas, Zermatt may be reached over the Mischabeljoch (12,650 ft.) in 13 h. (guide, 35 frs.); St. Niklaus over the Ried Pass (12,050 ft.) in 12½ h. (guide, 30 frs.) From Stalden, it takes 11 h. to the Simplon over the Bistenen Pass (7,400 ft.; guide, 15 frs.). All these mountain tours are for experienced mountaineers only.

After Stalden, the railway to Zermatt ascends above the Visp, through tunnels and over three viaducts (one 177 ft. long across the Muhlbach), to St. Niklaus (800 inh. Hotels: Lochmatter; St. Nicolas). Randa (4,620 ft.) and Täsch (4,770 ft.) are the next stations. The Visp is crossed and recrossed several times. The formidable peak of the Matterhorn becomes visible shortly before Zermatt (525 inh. Hotels: Mont Rose; Mont Cervin; Zermatt, all belonging to one family, which also owns the Riffelalp hotel, 2 h. above the place. — Post-Office and English Church near the Mont Cervin hotel. — Horses: to Riffelalp, 8; Riffel, 10; Gorner Grat, 12 frs.)

Zermatt lies in a secluded Hochthal of Valais (5,315 ft. high), encircled by the highest mountains (Matterhorn,
Breithorn, etc.), and was completely unknown until "discovered" and made famous by Prof. Forbes. For a long time thereafter, it continued to be the rendez-vous of a "select" few, who objected to Z. becoming popular. Even the carriage-road to Viège was purposely left unfinished. With the railway completed, the tourist's invasion of the finest Alpine observatory in Switzerland will become an accomplished fact. Zermatt is primarily a centre for excursions. You soon have viewed (in the churchyard or near the English church), the tombstones of those who lost their lives in the mountains around Z., also the Gorner ravines (1½ h. there and back; 1 fr. adm.), and then you aspire to loftier things. Up you go the Riffelberg (3 h., no guide required), with the hotels Riffelalp and Riffel, the latter (8,430 ft.) much higher than the former. Still higher is the Gorner Grat (10,290 ft.), a prominent and round knoll 1½ h. beyond the Riffelhaus. The panorama it develops is sublime,
although limited to the grand circle of ice-peaks and snow-mountains framing in the immense Görner Glacier and the ice-fields, extending 12 m. between the pyramidal Matterhorn and the Cima di Jazzi. The Breithorn and the Dom (14,940 ft.), of all purely Swiss mountains the loftiest, seem to lie within “stone’s throw”. The return to Z. may be varied by descending to the Guggli and to the lower end of the Gorner. — Another favourite excursions to the Schwarzsee (8,393 ft., 3 h.; horse, 10 frs.), a small lake in the mountains. Very fine view from the Schwarzsee hotel, on a hill above the Furgg glacier; also from the Hörnli (9,490 ft.). Experienced mountaineers return over the glaciers, or by the lower hut (10,745 ft.), which forms an étape in the still arduous and perilous ascent of the formidable Matterhorn, in French Mont Cervin (14,705 ft.; guides, 100 frs. e.), the summit lying 5 h. beyond the said hut. — Monte Rosa (9 h. from the Riffelhaus; descent in 5 h.; 2 guides, 50 frs. each) is comparatively speaking easy. There are, of course, many other mountain tours from Z. (consult Tschudi), but I must confine myself to one more, viz. that to the Théodule Pass or Matterjoch (10,900 ft.; 5½ h.), to be reached by continuing the Schwarzsee route to the Théodule Glacier, which has to be ascended. The Joch has an inn, with a few beds. Hence you may descend in 2½ h. to beautifully situated Brenil (Hotel: Mont Cervin), in the Aosta valley (p. 236, 240), on the way to Châtillon, or ascend the Breithorn in 4½ h.

Beyond Viège we follow the Rhone on a steep embankment, and then enter

58 m. Brigue, in German Brieg (1,200 inh. Hotels: Angleterre; des Couronnes; Suisse. Beds at the station restaurant), the present railway terminus of the Simplon route on the Swiss side. In summer and winter a diligence starts early from Brigue, reaching Domo d’Ossola in the afternoon, whence the train takes you in 3½ h. to Novara, on the line between Turin and Milan. This enables you to get to both cities the same evening.

The Simplon road, constructed by the first Napoleon in 1800—6, ascends immediately after leaving Brigue,
and soon we obtain a fine view of the Rhone valley, Bel Alp (p. 247), and the dominating Eggischhorn (ibid.). The first and second refuge are passed on the way to (9 m.) Berisal (Hotel: de la Poste. — Eng. Ch. serv.), the third refuge (5,006 ft.), followed by the fourth (5,645 ft.), the Schalbett gallery, hewn in the rock, and the fifth refuge (6,345 ft.). Three galleries against the frequent avalanches in winter, lead to the sixth refuge (6,540 ft.), and to the Simplon Pass (6,590 ft.), in German Simpe1n, in Italian Sempione, with two hospices, the old one used by herdsman, and the new one, at the foot of the Schönhorn, occupied by the St. Bernard monks (p. 239). The diligence, 6 h. after having left Brigue, stops for dinner at the village of (21 m.) Simplon (Hotels: Fletschorn; Poste), 4,855 ft. high, at the foot of the Fletschhorn (12,853 ft.), ascendable in 10 h. (guide, 25 frs.). From Simplon, several routes over difficult passes lead to Saas (p. 243).

Beyond the A l g a b y gallery, we traverse the beautiful Gondo gorge to the eighth and ninth refuge, and to the Gondo tunnel (245 yards). Several bridges in the narrow and profound valley before we halt at Gondo (2,818 ft.), the last Swiss village. ½ m. further, a column denotes the Italian frontier, but the dogana is at (30 m.) Iselle (Hotel: Posta). The landscape continues fine. Before Crevola (1,100 ft.), we traverse the gallery of the same name, then enter the romantic Valle d'Ossola, and finally stop at (41 m.) Domo d'Ossola (3,300 inh. Hotels: d'Espagne; de la Ville), a townlet in the Italian style on the Tosa.

There is not much to be seen on the railway to Gravellona (1 h.'s rail from Domo d'Ossola), where two attractive roads (with diligences; 1—1.80 fr., according to seat) lead to Stresa and Pallanza, on the Lago Maggiore (see p. 257). Baveno is also reached in 40 min. Beyond Gravellona, the train runs along a beautiful part of the lake of Orta, with the San Giulio island and the church of Madonna del Sasso on a steep height (p. 259). Novara is reached in 2 h.'s rail from Gravellona (Route 27).

The Eggischhorn tour may be undertaken from Brigue in two ways. I. By mounting the diligence to Andermatt (p. 211, 250) as far as Viesch (3 h.), thence ascending in 2½ h. to the Eggischhorn hotel, or to the Jungfrau
hotel, and climbing the Eggischhorn (2 h. more), for a glorious all-round vista. Descending again to the foot of the Eggischhorn, you should then work your way (in 2 h.) to the Rieder Alp (with a good hotel, belonging to the proprietor of the Eggischhorn inn), and across the Aletsch Gletscher to the Bel Alp hotel (in 2½ h.), whence Brigue may be reached in 3 h. II. By reversing this tour, ascending to the Bel Alp first (5 h.), then to the Rieder Alp and to the summit of the Eggischhorn (4—5 h.), afterwards descending to the valley of the Rhone at Viesch (Hotels: des Alpes; du Glacier). I think the latter mode preferable for those that are unacquainted with the Andermatt route. The descent from Viesch to Brigue is much more striking than the ascent in the opposite direction. For the rest, a stay should be made, if possible, on the Eggischhorn (7,195 ft.), one of the Swiss mountains where English tourists do congregate most, and certainly one of the loveliest spots in the Alps. The view of the Great Aletsch Glacier alone, that descends (16 m. long and 1½ m. broad) from the huge reservoir, formed by the Jungfrau, Aletschhorn, Mönch, and other ice-mountains, is worth all the trouble and the expense of coming to Switzerland. And that view is but one out of many. In fact, the Eggischhorn, Rieder Alp, and Bel Alp are surrounded by the noblest peaks of the Alps, and neither excursions nor ascents will be found scarce. Near Viesch is the Gletscher of the same name (interesting), the visit to which may be combined with an ascent of the Eggischhorn by the Märgelen lake. Horse from Viesch to the Eggischhorn hotel, 10 frs.; thence to the Rieder Alp, 20 frs.; to the Bel Alp, 10 frs.; from the Bel Alp to Brigue, 15 frs. Porters are about half these prices. There is an English Ch. serv. in the new English church on the Eggischhorn, another on the Bel Alp. Prof. Tyndall’s world-famed Alpine villa stands near the Bel Alp hotel. His descriptions are instructive and fascinating.
St. Gotthard Railway to Chiasso, 144 miles in 7 h., by express. Italian Railways (Rete del Mediterraneo) from Chiasso to Milan, 33 miles in 1 h. 20 min., by express. The St. Gotthard line, now in a prosperous condition, has had to contend with various difficulties, not always of an engineering kind. The outcome of an international convention between Germany, Italy, and Switzerland, by virtue of which they agreed to grant this important railway undertaking, the fourth and most difficult one across the Alps, substantial monetary assistance, the line was commenced in 1870, but only pushed on from 1872. Two years later, the sections Biasca-Bellinzona-Locarno and Lugano-Chiasso were opened for traffic, but the whole trunk line was not completed until 1882. The great tunnel through the St. Gotthard of course proved the main cause of the delay, and in 1878 it became apparent that the undertaking could not be finished without a fresh subvention from the interested states. They thereupon agreed to pay 28,000,000 frs. more, and, by the total subsidy of 119,000,000 frs. (Italy 58, Germany 30, Switzerland 31 mill.), the resources of the railway company (85 mill. frs. in bonds and 34 mill. frs. in shares) were raised to 238 mill. frs. In fact, the St. Gotthard trunk line and branches have cost rather more. The great tunnel, between Gösgen and Airolo, which measures 16,309 yards or 91½ m., was commenced in June 1872. Eight years later the borings, by means of the compressed air machines of Ferroux, were completed. As many as 3,400 daily labourers, using 10,000 kilograms of dynamite a day, had been employed by the Genevese contractor Favre, who died (July 1879) in the tunnel, shortly before its completion. Without doubt the St. Gotthard railway, with its 56 tunnels measuring together 25½ m., as many bridges, large and small, and 10 viaducts, is a work of bold genius unequalled in Europe, interesting alike to the railway engineer and to the traveller, keen after the picturesque. It has not taken away from us the romantic St. Gotthard road, one of the oldest and grandest in the Alps, still used and admired by numberless wanderers. Yet if it had, it has provided us with a substitute, not only
more rapid and useful, nay indispensable, but as attractive in itself.

The first portion of the St. Gotthard railway runs past several places already noticed in my guide-book: (11 m.) Rothkreuze (p. 200); (16 m.) Immensee-Küssnacht (p. 196); (21 m.) Arth-Goldau (p. 196), then approaches (26 m.) Schwyz (6,663 inh. Hotels: *Rössli; Hediger), the antique capital of the canton, which has given its name to the whole country, and where the sixth centenary of the national existence was, therefore, most appropriately and pompously celebrated in 1891. It lies at the base of the two Mythen's (5,955 and 6,245 ft.). Both are frequently ascended (3½ h. to the top of the Great Mythen, with an inn). Another favourite excursion from Schwyz is into the *Muotatal. To Einsiedeln (see p. 173). Between (28½ m.) Brunnen (p. 205) and (36 m.) Flüelen (p. 206), the railway follows the lake of Uri (several tunnels), then enters (38 m.) Altdorf (2,553 inh. Hotels: Tell; de la Gare; Schlüssel), the old capital of Uri, which plays such an important part in Tell's adventures. A colossal plaster statue of the Liberator, ere long to be replaced by a more befitting Tell monument, is supposed to mark the spot in which he "spotted" the apple on his son's head. (To Engelberg, see p. 207). The ascent commences at (41½ m.) Erstfeld, followed by (45 m.) Amsteg (Hotels, in the village much below the railway station: Hirsch; Stern; Freihof; Engel; W. Kreuz), where many get out to walk as far as Andermatt and Göschelen, this portion of the St. Gotthard road being very beautiful.

Amsteg lies at the mouth of the highly picturesque Maderanertal, enclosed between high mountains. A bridle-path (horse, 12 frs.; porter, 6 frs.) leads in 3½ h. to the *Alpenclub hotel (Engl. Ch. ser v.), often overcrowded in summer. You may vary the return journey to Amsteg (6-7 h.) by ascending to the Stafelina and the Alp Bernetsmatt, whence the view is superb, or you can continue the tour to Disentis, on the Oberalp route (p. 252), over the Brunni Pass (7,645 ft.), a fatiguing ramble of some 8 h. Another interesting but difficult tour in 12 h. is from the above hotel to Stachelberg (p. 174), over the Clariden Pass (9,843 ft.; guide, 35 frs).
Between Amsteg and (55 m.) Wasen (Hotels: Ochs, des Alpes) the train ascends nearly 1,300 ft. in less than 15 min. The change of level is brought about by the remarkable loop tunnels, in which the train, with a gradient of 1 in 43, moves in nearly complete circles, one above the other. Thus, at times, you see the line above and beneath you. The first of these loop tunnels (1,606 yards long), after several other tunnels and a long viaduct before Gurtnellen (2,427 ft.), runs through the Pfaffensprung rock, so called after the legend that a monk once jumped down from it. It is followed by a *bridge over the Meienreuss and by the Wattinger spiral tunnel. From Wasen (fine view from the church on a hill), the Susten route leads to Meiringen (p. 209). Beyond Wasen, the train runs through other tunnels (one, the Naxberg, being 1,719 yards long) and over several bridges, reaching (59½ m.) Gösgen or Geschenen (Hotels: Gösgen; Rössli; St. Gotthard) 2 h. 50 min. after having left Lucerne. A good dinner is served in the railway restaurant, for which purpose the trains halt here in both directions for 20—25 min.

The Brigue diligence starts from Gösgen station, where also the omnibuses of the hotels at Andermatt and Hospental (1—1½ fr.) await passengers desirous of proceeding to either place. Between Gösgen and Andermatt you see one of the most beautiful parts of the old St. Gotthard road. Through the sombre Schöllenen ravine, often overwhelmed by avalanches (gallery in the most exposed portion), we ascend to the Devil’s Bridge (4,593 ft.), a very romantic spot, where the impatient Reuss, rushing into a deep abyss, forms a magnificent waterfall. Twenty feet beneath the present bridge, stood the old one, for whose possession the Austrians and French fought desperately in 1799. It was swept away in 1888. The grand spectacle all round is only marred by beggars and persistent sellers of curios. Would they could also be swept away like the old bridge! A chain-bridge over the Reuss formerly led round the Teufelsstein. In the beginning of the 18th c. it was superseded by a tunnel through it, the so-called Urner Loch (70 yards long), widened considerably since. It opens out into the narrow and tranquil Hochthal of Andermatt, with its catted pastures, nearly 5,000 ft. high and 8 m. long. Winter persists here 8 months out of 12, and vegetation is as sparse as
the hardy and healthy mountaineer. Here lies Andermatt, or Useren, in Italian Orsera (700 inh. Hotels: Andermatt; Bellevue; St. Gotthard; du Touriste; Drei Könige). Formerly only the delight of summer tourists, it has lately become a resort for winter invalids, attracted by the same advantages as those existing at Davos. There is not much to see at Andermatt itself: two old churches and a charnel-house, with "ornamented" skulls, but life is never very dull, for travellers by the Furca road here meet those by the St. Gotthard road. The latter remains nearly level as far as Hospenthal (p. 211), with an ancient tower, souvenir of a baronial manor, and then ascends in long windings, past two cantoniere and...
into canton Ticino, to the Rodont bridge over the Reuss. Near by (½ h.), is the beautiful Lucern o lake among high peaks. It is not visible from the road, which runs between small lakes to the St. Gotthard Pass (6,935 ft.), a bleak and lifeless region, and then descends to the former hospice, now a meteorological station, and to the small San Gottardo inn, belonging to the Monte Prosa hotel opposite. From here, the Monte Prosa (8,983 ft.; guide, 7 frs.) is ascendable in 2½ h. By the Orsino Pass (8,530 ft.), Realp may be reached in 4½ h., and the Furca, by the Leck i Pass (9,556 ft.), in 10 h. Airolo (p. 254) lies 2½ h. beyond the pass of the St. Gotthard, the road leading through the Val Tre mola, noted for its many disastrous avalanches.

From Goschenen to Coire, by the Oberalp route (63 m.), the diligence (24.15 and 29.20 frs.) takes nearly 13½ h. In summer there are two coaches every day, one going via Flims, the other via Bonaduz, in which latter case the night has to be passed at Disentis. The pass of the Oberalp (6,710 ft.), full of peat, and with a dreary lake, full of trout, is reached after a 2 h.'s ascent from Andermatt. We then descend to Chiamut, a poor hamlet 5,380 ft. high, near the profound Toma lake, in which the Vorderrhein takes its rise, and to Sedrun (4,587 ft.), in the Val Tavetsch, whence a difficult path leads to Amsteg (p. 249) in 8 h.

Through a narrow valley and picturesque woods we approach a hill, from which (magnificent view over Disentis and the Medelser Gletscher) we commence our descent towards the village of Disentis (1,329 inh. Hotels: *Disentis; Krone; Post), situated on the Middle Rhine, where it unites with the Vorderrhein. From here, the new and beautiful Lukmanier road (diligence in 8 h.; 13.10 and 16.20 frs.) leads to Biasca, on the St. Gotthard railway (p. 254). It is particularly picturesque in the sombre Middle Rhine or Medelser gorge as far as Curaglia, reached through numerous cuttings and tunnels. Several bridges. Pretty waterfall of the Rhine (100 ft.) near Platta. The pass of the Lukmanier (6,290 ft.), the lowest in the Alps after the Maloja, lies 5½ h. beyond Disentis. From the Lukmanier, a path over the Predelp
Pass (8,053 ft.), leads in 5 h. to Faido on the St. Gotthard railway. The Lukmanier route is rich in hospices, one being at St. Maria (5,925 ft.), another at Casaccia (5,975 ft.); yet, travellers use it less than either the Great St. Bernard or the Simplon. We next reach Olivone, or Rivoli (Hotel: Olivone), an elevated village in the romantic Val Blenio, traversed by the Brenno. Olivone is not so sweet as its name, but charmingly situated all the same. And so is Acquarossa, with a mineral spring, which we pass on our final stage to Biasca.

From Disentis (Brunni Pass to Amsteg, see p. 249), it takes 12 h. (guide, 26 frs.) to Stachelberg (p. 174) over the Sandalp Pass (9,120 ft.), and 11 h. to Airolo by the Homo Pass (7,257 ft.), 1½ h. beyond St. Maria, whence the Airolo route branches off, leading past the well-known Piora hotel, among pine forests and splendid lake scenery.

The portion of the Oberalp route between Disentis and Somvix, the next village (3,858 ft.), is interesting. The Ruseiner Tobel is crossed on a lofty bridge. We then enter Trins or Truns (Hotels: Krone; Tödi), a village charmingly situated 32 m. from Coire, at the base of the Piz Umbif, the cradle of the Graue Bund of the peasants in their struggle against the owners of the over-numerous manors, whose ruins, still frowning from many hills, form a curious feature of this route. Along forest precipices and over the Rhine near Zignau and Tavanasa, we follow the valley to Ilanz or Glion (800 inh. Hotels: Oberalp; Rhätia; Lukmanier), the old capital of the Grey League, on both banks of the Rhine, 20½ m. from Coire; its inhabitants, like those of the whole valley, speak Romansch. At Ilanz the two roads to Coire part, and unite again at Reichenau (p. 179), 6 m. from Coire. That to Reichenau by Bonafuz (13½ m.) is of bold construction, and decidedly the most picturesque of the two. Several tunnels. Fine bridge over the Versamer Tobel, 260 ft. high. Before the descent to Bonafuz one has a beautiful coup d’œil over the Vorderrheinthal from the road hewn in the rock. The road to Reichenau via Flims passes Laax (Hotel: Seehof) and its lake (with baths); Waldhäuser, a popular health-resort (Hotels:
*Kurhaus, with 5 dépendances; Segnes), near the Cauma lake; Flims (800 inh. Hotel: Bellevue), under the Flimserstein; Mulins, with many cascades; Trins, with a ruined castle, and Tamins, where we are but 300 ft. above Reichenau. At the latter village we meet the Splügen route (p. 181), and then proceed to Coire (p. 178).

Immediately after having left Göschenen, we enter the great tunnel, in the middle of which the railway attains its greatest altitude (3,786 ft. above sea-level). The nearly straight passage, 28 ft. wide and 21 ft. high, is traversed by express trains in about 20 min. Constant draught keeps the atmosphere cool and sweet. Windows need not be closed, but it is different in the loop tunnels, where the "blacks," especially on the gallery of gallery-cars, are frightful. On emerging from the tunnel, we halt at 69½ m. Airolo (1,749 inh. Hotels: Airolo; Posta; Lombardi; des Alpes), romantically situated in the Ticino valley, destroyed by fire in 1877, but rebuilt since. To Disentis, see p. 253. Between Airolo and (81 m.) Faido (990 inh. Hotels: Faido; Suisse; Fransoli), the capital of the Valle Leventina, likewise in a picturesque site, the experience of Wasen (p. 250) is repeated. Faido lies 1,270 ft. lower than Airolo, and again the change of level is accomplished by means of loop tunnels near Dazio Grande, the two most extraordinary ones being the Freggio (1,712 yards) and the Prato (1,711 yards). Bold bridges across the Ticino and shorter tunnels lie between them in the Valle Leventina, which formerly belonged to the confederated cantons in common, until formed into a separate canton (Ticino).

Past Lavorgo, with the beautiful Ticino waterfall in the Biaschina ravine, over bridges and viaducts, and through two more loop tunnels of some magnitude, the Pianotondo (1,643 yards) and the Travi (1,706 yards), we rapidly descend to (90 m.) Giornico, a large village in a romantic position, having the remains of some mixed antiquities, followed by a fine bridge over the Ticino, the Cramosina cascade, and (94 m.) Bodio. Next comes the station of Biasca, among vineyards and fig-tree plantations, some distance from the town of 2,500 inhabitants, terminus of the Lukmanier route to Disentis (p. 252) through the Val Blenio. Two more tunnels precede (105 m.) Claro, at the foot of the lofty Pizzo di
Claro (8,920 ft.), with a monastery on a small plateau, and then we halt at (109 m.) Bellinzona, in German Bellenz (3,320 inh. Hotels: Posta; Cervo. — Restaurant at the station), the antique and once fortified capital of Ticino, looking Italian and thoroughly venerable, with its walls and three partly ruined castles, that, commanding the town, once belonged to the cantons Uri, Schwyz, and Unterwalden, which used to keep garrisons and bailiffs there. The Castello Corbario (on a lofty hill) has a splendid vista. From Bellinzona, the Lago di Como (p. 265) may be reached in 9 h., through the Val di Gravedona and over the Passo di S. Jorio (6,415 ft.)

It is but a short ride (14 m. in 45 min.) by rail from Bellinzona to Locarno (3,353 inh. Hotels: *Grand Hotel Locarno, recommended; Reber; Corona; Suisse. — Restaurant at the station. — English Church service, at the Grand hotel), romantically seated upon the Lago Maggiore and at the mouth of the beautiful Val Maggia, which should be explored as far as Bignasco (Hotel: du Glacier), whither a diligence runs daily in 3½ h., unless you want to continue the trip to Fusio (Hotel: Dazio), 3 h. by coach beyond. The whole valley is rich in natural beauties, and several days may be profitably and agreeably employed in seeking them out. Many fine waterfalls (Soladino, 330 ft. high, near Riveo; Nero, near Bignasco, etc.). Visit *Val Bavona to the Tosa falls (10 h. from Bignasco). At Locarno, politically Swiss but ethnographically Italian, visit the market-place and ascend the Trinita, beyond the pilgrimage-church of Madonna del Sasso (½ h.), with Ciseri’s “Entombment.” Grand view from both.

The Lago Maggiore, in French Lac Majeur, in German Langensee, the Lacus Verbanus of the Romans, is considered by many the finest of the Italian lakes. Measuring 38 miles in length, and varying in breadth between ½ m. and 5½ m. (greatest depth 2,800 ft.), it certainly is the largest. By far the greatest portion (about four-fifths) belongs to Italy, the remainder to Switzerland. The former, with its vine-clad hills, has mainly an idyllic, the latter, with granite mountains
VIEW FROM STRESA (LAGO MAGGIORE).
rising to a height of 7,000 ft., a decidedly grand character. For this reason, the traveller coming from the South and proceeding northwards has an undoubted advantage over the tourist advancing from the opposite direction. The Ticino flows through the lake, which also is tapped by the Maggia and the Tosa.

A railway, starting from Bellinzona, skirts the whole length of the lake upon its eastern bank, past Magadino, Luino (with the Swiss and Italian custom-house), and Laveno, running on to Gallarate (for Milan). As far as Luino it belongs to the St. Gotthard Railway Company, and from that station southwards to the Italian railways (Rete Mediterraneo).

The journey between Bellinzona and Milan by this route takes 5½ h. by express, whilst it is, naturally, much shorter via Chiasso. But the way to see the Lago Maggiore is, of course, to take one of the steamers that perform the voyage between Locarno and Arona, at the southernmost corner of the lake, in about 6 h., halting at many intermediate stations. Circular tickets are issued by these steamers, the Italian railways, and the St. Gotthard railway, enabling tourists to go to Milan by the Lago Maggiore, and return by the Lugano and Como lakes, or vice versa. Such tickets are not very recommendable, however, hardly cheaper, and a positive disadvantage in case you want to change your itinerary. The saloon steamers are good, but scarcely so swift and clean as the Swiss lake steamers. Luggage is examined on board. There are frequent steamers between Laveno and the islands, Stresa, Pallanza, and Arona. The right to fish in the lake belongs to the family of the Borromeo, and is farmed out by them. Fighting occurred on the Lago Maggiore in 1848, when the Garibaldians seized and armed two steamers, and again in 1859, the Austrians being then, of course, in possession of Lombardy.

By following the route of steamers, we shall stop at the principal points of attraction along the banks. The figures after the names refer to the distances from Locarno by steamboat.

**Magadino** (20 min.), not touched by many steamers. It lies at the mouth of the Ticino, and consists of
two villages; 3½ h.'s rail to Bellinzona, 55 min. to Laveno.

Ascona (25 min.), with a castle in ruins; higher up, Ronco. On the w. bank, you see the high road between Locarno and Pallanza, also Brissago (40 min.), in a charming situation, near two islets and the Italian frontier. Terraces, aglow with sub-tropical, luxuriant vegetation, everywhere. We are in Italy!

Cannobbio (1 h.), at the mouth of the Val Cannob-bina, lies on a promontory. Church, with Ferrari’s “Christ”. “La Salute”, a frequented “hydro”, with fine view. C. has 2,600 inh. (Hotels: Cannobbio; delle Alpi). On the e. bank lies

Maccagno (1 h. 15 min.), with ancient tower, 2 h. from the Lago d’Eglio (good hotel), among the mountains.

Luino (1 h. 35 min.), at the mouth of the Tresa, a busy little town, junction of the Swiss and Italian railways. Steam Tramway to Ponte Tresa (1 h.), on the Lago di Lugano (p. 263), whence steamers convey passengers to Lugano and Porlezza (p. 263). Luino is the birth-place of B. Luini (1470), who has adorned the church with his frescoes. Statue of Garibaldi. (2,800 inh. Hotels: Simplon; de la Poste; Terminus; Vittoria).

Cannero (1 h. 55 min.), beneath the two ruined castelli, which in the 15th c. formed the strongholds of the five fratelli Mazzarda, famous brigands. Now follow Oggebbio (2 h. 10 min.), and Ghiffa (2 h. 25 min.), both on the w. bank. Crossing the lake again, we next stop at Porto Valtravaglia (e. bank) before

Laveno (3 h. 25 min.), formerly a kind of military port of the Austrians, now only a village noted for its beautiful situation, at the foot of the Sasso del Ferro. Laveno is the junction for Como (p. 264), trains thither taking 2½ h., past charming Varese (13,500 inh. Hotels: *Grand Hôtel Varese, well recommended; Europa. — English Church service at the former), an ancient and thriving town near a lake surrounded by hills, and at the base of a height, crowned by the sanctuary of Monte Sacro. In the midst of villas and gardens stands an old ducal palace.

Recrossing the lake, with a superb view towards the
Swiss Alps, we arrive at Intra (3 h. 50 min.), an industrious town with a marble statue of capt. Simonetta. Fine views from Bee and Premeno, higher up, both with a good inn. I. has 5,700 inh. (Hotels: de la Ville; Vitello, both under the same management; Intra). We perceive beautiful villas on the hill slopes, enclosed by luxuriant gardens. We round the Castagnola promontory, covered with exuberant vegetation, in view of the charming

**Borromean Islands**, to which also belongs San Giovanni, with its gardens and chapel, facing Pallanza (4 h. 10 min.). P. has a grand and well-sheltered position in a kind of bay, and is therefore much patronised in the winter months. On the other side of the bay lies Stresa, and across the lake, Laveno. Omnibus (4 lire; daily) to Gravellona (p. 246). Row-boats, 1 lira per h.; w. 1 rower to Isola Madre, 21/2; Stresa, Laveno, or Isola Bella, 31/2 lire; w. 2 rowers, about double these amounts. P. has 3,200 inh. (Hotels: *Eden, formerly Garoni, well managed and beautifully situated on the Punta della Castagnola; *Pallanza, with dépendances; Posta; Italia; Milan). Following the Western bank, past Suna, we reach Baveno (41/2 h.), with Mr. Ch. Henfrey's delightful Villa Clara above it (visitors admitted to the grounds). Queen Victoria resided there in 1879, and the late emperor Frederick in 1887. The same mr. Henfrey built the handsome English Church, tastefully decorated inside. (2,000 inh. Hotels: *Baveno; *Bellevue; Suisse).

We now leave the w. shore and steam towards Isola Bella (43/4 h.), originally a barren rock, transformed into a fairy garden by art, endowed with the money of count Vitaliano Borromeo (d. 1690), in whose family the property in this island, the proximate Isola dei Pescatori, inhabited by picturesque and dirty-looking fishermen and lake navigators, and the more distant Isola Madre, continues. The tasteless palace at Isola Bella (50 c.), near which stands the Delfino hotel, need not detain you long. The garden (1 lira) is the most curious. Ten terraces, planted with luxuriant sub-tropical flowers and fruit-trees, and studded with curios, rise to a height
of 100 ft., one above the other. The whole is artificial and looks it. The very earth of these fairy gardens comes from the mainland, and has to be constantly replenished. Yet, this island must be pronounced wonderful, and the situation of the entire group, which you realise best in standing upon the highest terrace, is admirable. The very interesting Isola Madre (boat, w. 2 rowers, 3 lire), with its seven terraces, is less artificial, therefore preferred by many. Unless you are in a hurry, you should not attempt to view Isola Bella in the short space between two steamers, but rather make a stay at either Baveno, Pallanza, or Stresa, and visit the group from either of those places, devoting a day to the Borromean islands. A good barca, with 2 rowers, ought not to cost more than 12—15 lire for the whole day. You may not land at Isole Bella and Madre before 9 a. m.

Stresa (4 h. 55 min.), our next steamboat station, is another lovely spot in the most beautiful portion of the Lago Maggiore (1,600 inh. Hotels: *des Iles Borromées; Milan; Reale; Italia). Omnibus to Gravellona (p. 246). From Stresa you can make charming excursions, one of the most frequent being to the lake of Orta (already mentioned p. 246). If undertaken on foot (8 h.), it may be combined with an ascension of the Monte Motterone (4,892 ft.; horse, 5 lire), the Italian Rigi, rising behind Baveno. It has a magnificent vista and a good albergo. From here, Omegna is reached in 2 h. and Orta (Hotels: Leon d’Oro; San Julio; Orta), on the charming lake of the same name, also called Lago Cusio, in 3 h. The latter townlet lies at the foot of the Sacro Monte (Hotel: Belvedere), 1,315 ft. high, and opposite the Isola San Giulio, with an old church (founded by St. Julius in the 4th c.) and a new seminary on a hill. This tour may be continued to Varollo (3,200 inh. Hotels: Italia; Croce Bianca; Posta), on the railway to Novara (Route 27), reached in 4½ h. along a beautiful road (horse, 6 lire) over the Col di Colma (3,090 ft.). Varollo has interesting churches and statues of Victor Emanuel and Gaudenzio Ferrari, a native. The latter stands on the way to the Santuario on the Sacro Monte, a famous pilgrimage-
church (founded by Caloto, a nobleman of Milan, in 1486),
reinforced by 46 chapels, scattered about. Cardinal Borromeo
(see below) visited this sanctuary, thus making it famous.

Between Stresa and Belgirate (5 h. 25 min.), the slopes
of the hills on the w. bank, which we skirt, are studded
with handsome villas, but the panorama becomes less
fascinating as we pass Lesa (5½ h.) and Meina (5 h.
50 min.). Close to Angera we perceive the chateau of
count Borromeo and, on the brow of a hill, the colossal
statue erected in 1697 to the memory of his great
ancestor Carlo, the famous cardinal (1538—84), a fanat-
cical churchman, but likewise a benefactor of the people in
times of trial (p. 271). The statue of bronze and wrought
copper is 70 ft. high, and overlooks the lake on a ped-
estal of 43 ft. The archbishop of Milan was a native of
Arona (3,700 inh. Hot e l s: Rea le; San Gottardo.—
Café: du Lac), where the steamer now finally stops.
There is an altar-piece by Ferrari in the Borromeo family
chapel of S. Maria church. From Arona, the train takes
about 2½ h. to Milan (p. 268), past Gallarate, junction
for Varese (p. 258) and Laveno (p. 258).

We will now continue our route on the St. Gotthard
railway, which we had interrupted at Bellinzona. After leaving
this place, the train bores through several tunnels, one
piercing the Monte Ceneré (1,840 yards), another the Mas-
sagno hill (1,016 yards). On emerging from the latter, we
find ourselves above the lake of Lugano (fine panorama),
and shortly afterwards halt in the elevated station of
127¾ m. Lugano (8,000 inhabitants), the principal town in
Ticino, on the w. bank of the lake, charmingly situated
under the Monte S. Salvatore. It has a broad, tree-planted
quay, forming a pleasant lake-boulevard, and, in order to
reach this from the station, you have to descend a rather steep
slope by numerous windings.

Hot e l s: *du Parc, with dépendances; *Lugano;
Splendide; Americana. All four on the lake. Washington;
Beauregard; St. Gotthard; Erica; *National; Suisse.
All six near the station. *Reichmann; Bellevue. Both at
Paradiso. — Rest a ur a n t s and Caf é s: Biaggi;
Walter; Straub; Brasserie Bâle; Café Jacchini. Also
at the hotels and at the station.
Funicolare (cable tramway), between the station and the quay (every few minutes; fares, uphill 30, 20; downhill 20, 10 c.). Cable railway (from Paradiso) to the summit of Monte San Salvatore (4 lire ret.). — Carriages: from the station to the town, w. 1 horse, 50 c. each person; 2 horses, 2—3 frs. Tariff unreliable. — Steamers (3 piers for Lugano and Paradiso) navigate the lake to Ponte Tresa, for the Lago Maggiore (p. 258), Porlezza (1 h. 10 min.), whence railway to Menaggio (55 min.), for the Lago di Como (p. 265), and Capolago (45 min.), near the terminus of the Monte Generoso railway (p. 265). Swiss douane on the steamers; Italian dogana at Porlezza and Ponte Tresa. — Rowboats, with 1 rower, 2; with 2 rowers, 3 frs. — Post Office, Via Canova. — English Church, near the Parc hotel.

Principal Attractions. The lake, Lago Ceresio in Italian, an irregular sheet of water, about 23 m. long in its greatest length, 1 to 1½ m. broad, and up to 915 ft. deep, is very attractive. The Lugano side, bordered by the quay and walks, has a peaceful and pleasant character, with its numerous villas and gardens, whilst towards Porlezza the shores are rugged, and the background is high and wild. Hence, the views from Lugano, from the road to Paradiso, but particularly from the summit of Monte S. Salvatore (2,980 ft.), with two restaurants, reached by the cable tramway in 30 min. from Paradiso (see above), are both varied and magnificent. — The excursion to the Monte Generoso (5,560 ft.), by steamer from Lugano (see p. 262), and by train from capolago (see p. 264), is highly recommended. Failing that, ascend the Monte Brè (3,500 ft.; 3 h.), the Monte Boglia (4,960 ft.; 4½ h.), or the Monte Camoghe (7,303 ft.; 8 h.), fatiguing. — To Monte Caprimo, facing Lugano, with its many subterranean wine-cellars, it is a pleasant trip. Another is by steamer to Osteuno. It has a curious gorge and grotto (adm. 75 c.), which you explore in a boat on a rivulet that flows through it, forming a waterfall at the end. — Beautiful drive through the Val Magliasina. — At Lugano visit S. Maria degli Angioli on the
quay, containing Luini's famous "Passion" fresco, besides other paintings of his. Near this church, observe Vela's Tell monument.

Beyond Lugano, our train crosses the Val Tassino on a viaduct and, passing through a long tunnel before (132½ m.) Melide, the lake itself by a stone viaduct of ½ m. Two more tunnels precede (136½ m.) Capolago, station for the Monte Generoso railway (see p. 263). The latter, on Abt's tooth-system, was opened in 1890. It has a length of 5½ m., with a maximum gradient of 2½ : 100, and leads in 75 min. to the Velt a, or summit, with restaurant (Fares: uphill, 7½ ; downhill, 5; ret. 10 frs.). Magnificent *view, equal to that from Rigikulm and Faulhorn. Many tourists only ascend as far as Bellavista (1 h. from Capolago), a beautiful Luftkurort, where the *Hôtel du Generoso (3,965 ft.; Engl. Ch. s e r v.) stands on a commanding terrace.

139 m. Mendrisio (2,872 ft. Hotels: Mendrisio; Angelo), at the foot of the Monte Generoso, formerly ascended from here in 4 h.

144 m Chiasso, the last Swiss place (custom-house), and the terminus of the St. Gotthard railway. We run through the formidable Monte Olimpino tunnel (3,190 yards). Emerging from it, we are surprised by the magnificent panorama of the lake of Como, and shortly afterwards halt at

147 m. Como (25,600 inh. Hotels: Volta; Suisse; del Cappello; Italia. — Trattoria: Frasconi), the Roman Comum, on the lake, described by Virgil, Claudian, and Plinius the Younger, who had his villa at Como, where he and his brother were born. Volta, the eminent physicist, was likewise a native. Statues of him and of Garibaldi. Como, entirely in the Italian style, is noted for its many silk-factories. It has a remarkable Cathedral (in marble), originally Gothic and afterwards (16th c.) altered into Renaissance. Good paintings by Ferrari and Luini.

Lago di Como. The Lago di Como, the Lacus Larins of the Romans, who appreciated its beauties and built villas on its banks like their descendants, the Italian nobles of the present day, has a total length of 30 m., a maximum width of 2½ m., and a maximum depth of 1,930 ft. Most tourists approach it from Porlezza and Menaggio (p. 265), and there is no doubt that, by so doing, they at once survey the most
THE LAKE OF COMO.
striking portion of the lake, viz. Bellagio, situated at the point where it is split into two arms, the Como lake and the Lecco lake, by the Bellagio promontory. The n. portion of the Lago di Como is not so interesting; Here lies Colico (Hotels: Angelo; Isola Bella; Risi), the last steamboat station and the terminus of the railways to Chiavenna (p. 183) and Sondrio (p. 191), at a distance of 3½ h. by steamer from Como (3½—4½ h. from Lecco). There are direct steamers between Colico and Como, between Colico and Lecco, and between Lecco and Como, all calling at Bellagio, all greatly varying in speed and in comfort.

Row-boats with one rower cost 1½ lira the first h., 1 lira every succeeding h. With 2 rowers, the usual charge (for short distances) is 2½ lira each rower, besides a gratuity (buonamano, bottiglia, etc.). If you know Italian, the best way is to bargain with the men yourself (not through a guide or interpreter). The good hotels along the lake-borders have well-appointed rowing- and sailing-boats on hire at a fixed tariff.

From Colico, the steamer, halting first at Domaso (w. bank), proceeds to Gravedona (w. bank), a village of 1,600 inhabitants (Hotels: del Lauro; Gravedona) in a charming position, with a quaint old church and a four-towered palazzo. It lies at the mouth of the Gravedona valley, which leads to Bellinzona (p. 255). We next touch at Dongo, with a Dominican monastery, and then cross over to Dervio, at the foot of the Monte Legnone (8,566 ft.), ascendable in 7 h. Bellano (3,000 inh. Hotels: Roma; Bellano), an important manufacturing place, follows on the same side. Grossi’s monument. Pioverna waterfall (200 ft.). To the “hydro” of Regoledo (500 ft. high) a cable tramway ascends from Gittana. Varenna (Hotel: Royal) lies on a beautiful promontory of the e. bank, at the foot of the Monte Grigna (7,907 ft.), ascendable in 8 h. Fine view from Vezio, above Varenna, close to which the Fiume Latte forms several cascades. Our next halt is at Menaggio (w. bank. Hotels: Victoria, with Engl. Ch. serv.; Menaggio; Corona), the terminus of the railway to Porlezza (p. 263), near which our steamer stops the second time. Villas Garoviglio, Olivetta, Massimo d’Azeglio, Vigoni, the latter with a fine panorama from the Swiss chalet, and two reliefs by Thorwaldsen.
Fifteen minutes after having left Menaggio, the steamer lands us at

Bellagio (3,000 inh. Hotels: Grand Hôtel Bellagio, beautifully situated in a park, well recommended; Grande Bretagne, with the Villa Serbelloni as a dépendance and Engl. Ch. serv.; Genazzini; de Florence; Suisse. — All have restaurants. — Café: des Etrangers. — Boats, see p. 265), a delightful spot on the Punta which divides the Lago di Lecco from the Lago di Como, and no tour of the Italian lakes can be complete without a stay there, however short. Visit the Villa Serbelloni (see above), on a hill overlooking the whole lake district (1 lira); the Villa Melzi (adm. on Thursday and Sat., 1 lira); the Villa Giulia (sm. fee); the Villa Trivulzio (with the Gonzaga monument); the Givenna (3 h.), a charming village on the way to Como by Erba, a townlet with a railway branch-line to Milan (1½ h.); the Villa Carlotta (1 lira, incl. gardens), now belonging to the duke of Saxe-Meiningen, formerly the property of count Sommariva, who paid Thorwaldsen 300,000 lire for the famous frieze ("The Triumph of Alexander"), which adorns the Marble Saloon, also containing several *Canovas ("Cupid and Psyche", etc.). All the villas named have lovely gardens, filled with exotic plants, particularly the Villa Carlotta. The latter lies on the w. bank, and its visit is certainly best undertaken from Cadenabbia (Hotels: Bellevue; Britannia; Belle-Ile. — Restaurant: Cadenabbia. — Café: Lavezari. — Engl. Ch. Serv.), the next steamboat station, and an attractive one, like Tremezzo (Hotel: Bazzoni), the capital of Lombardy’s garden, the Tremezzina, beyond the Villa Carlotta, and like Campo, on the s. side of a promontory, adorned with the Villa Arcomati, near the isola Comacina, before Sala is reached. The steamer touches at Argegno and Torrigia, in a narrow part of the lake, with the Villa Elisa on a promontory. Past the self-erected pyramid of Prof. J. Frank, we arrive at Carate, nearly opposite the *Villa Pliniana in the bay of Molina; close by, Torno. The charming villas increase as we approach Como, and Blevio (e. bank) lies in the very thick of them, also Cernobbio (Hotels: Grand; Reine Olga; del Centro), the last station before Como, at the foot of the
Monte Bisbino (4,385 ft.), ascendable in 3 h. One of the finest country-houses in this paradise of sunshine and flowers is that of the duco Visconti-Modrone, the Villa dell' Olmo. A steam tramway between Cernobbio and Como (p. 264) competes with the steamer. The former goes on to Milan (p. 270).

From Bellagio, the steamboat takes nearly 1½ h. to Lecco (8,000 inh. Hote ls: Croce; Due Torri; Italia), at the base of the Monte Resegone, with nothing more remarkable than silk- and cotton-factories, and Garibaldi's statue in the Piazza. The Lago di Lecco is hardly worth visiting, especially after the Como lake, but Lecco, which lies at 2 h.'s distance from Milan by rail, has a kind of Axenstrasse, a continuation of the Stelvio (p. 190). It is of a remarkable construction, running high above the lake through galleries and along embankments, and offering beautiful peeps now and again.

We will now, if you please, remount our iron steed, which we had stabled for a while at Como. Onward to Milan! Tunnels and villas alternate in the fertile region stretching forth beyond (168 1/4 m.) old Monza (15,500 inh. Hote ls: Castello; Falcone), with the antique Cathedral, containing a rich treasury (5 lire) and the iron crown of Lombardy, the iron being made of "true nails" of the Cross. The Scotchman said: Is that so? a query to be oft repeated in Italy, fair and deceitful Italy. The town-hall at Monza (Broletto) is supposed to be part of the ancient German emperors' palace, but there is more reality in the present summer residence of King Umberto, with its beautiful park. Steam tramway to Milan (see p. 269).

177 m. Milan, in Italian Milano ("la Grande"), in German Mailand (407,000 inhabitants), the Mediolanum of the Romans, capital of Lombardy, German and Austrian in name for many centuries, Italian in heart always, Italian in fact from 1859, lies in the great plain of Lombardy, granary and fruit-garden of the Peninsula. It belongs to the wealthiest cities of the new kingdom. Extensive silk-factories. Popes Pius IV and Gregory XIV, Manzoni, and Beccaria were Milanese by birth. Milan has 13 gates. some of them very fine, notably the Porta Sempione (p. 273).

Hotels: *Continental, central and excellent in every way; *Cavour; de la Ville; Milan, Grande Bretagne;
DUOMO AT MILAN.
Rebecchino; Europa; Métropole; *Manin, near the public gardens; Roma; Francia; Central; Bella Venezia; Biscione; Lion; Suisse. — Restaurants (Trattorie): *Cova, with garden; Guffanti; Isola Botta. Also at the hotels, at the railway station, and at some of the cafés like *Biffi; Gnocchi, etc. Other Cafés: Antille; delle Colonne; Martini, etc. — Beer mainly at the Birrerie, of which there are plenty, and to spare.

Cabs: per drive, or 1/2 h., 1 lira; 1 h., 1 1/2 lira; to and from the station, 1 1/4 lira. — Tramway from the station to the Piazza del Duomo, thence to several city gates and to the cemetery. — Steam Tramway to Monza (see p. 268), in one h. (80, 60 c.); to Sarona-Como (Riva Lago), in 1 1/2 h. (3.45, 2.20 lire); to Torre di Mangano (for the Certosa, p. 274), in 2 1/2 h., etc. — Post-Office, Via Rastrelli.

Theatres: Scala (see below); Manzoni (comedies); dal Verme (ballets) and Filodrammatico (operas).

British Vice-Consul. American Consul. — English Church service, Via Andegari.

Principal Attractions. The Piazza della Scala, with Magni's Leonardo da Vinci monument, representing the master surrounded by his pupils, at the end of the broad and imposing Via Allessandro Manzoni, is a good starting-point for a tour of inspection. First visit the Scala, the largest Italian theatre but one, and among the largest in the world (1 lira). Performances only take place during Carnival time. The interior will amaze you as rather poverty-stricken. The boxes belong to noble families, that lend and let, but cannot sell them. From the Piazza, plunge into the magnificent Galleria Vittorio Emanuele, the finest arcade in existence, built by Mengoni in 1865—1867, with the aid of English money. It formed part of the improvements which have entirely changed and materially embellished the Piazza del Duomo. The main gallery between the two squares measures 640 ft., and the cupola, adorned with frescoes, has a height of 165 ft. Twenty-four statues of Italian worthies and brilliant shops line this favourite lounge of the Milanese. They and their foreign visitors mingle there at all times, but especially
in the evening, when the electric light illumines the arcade with the radiance of day, and "everybody" settles down for a while at Biffi's. — Emerging from the Galleria, you are at once face to face with the stupendous Duomo, entirely of white Simplon marble, the second largest cathedral of Italy, commenced by Visconti (or according to some by Marco da Campione) towards the end of the 14th c., upon the spot, it is said, of a church destroyed by Attila. It was never completed until Napoleon's time. It measures 500 ft. by 186 ft., has a nave resting upon 52 massive pillars, a dome of 214 ft. across, a tower 300 ft. high, and two choirs, one underground. The exterior, with its 135 spires or pinnacles, and its 2,000 statues, is very strikingly beautiful, and the view from the roof (25 c.), to which 157 steps lead, not less so. Numerous monuments and 680 statues adorn the interior. Among the former, observe Leoni's Medici monument, erected by pope Pius IV in 1564, in honour of his brothers, the Como brigands, after a design, it is said, of Michael Angelo; Bambaja's monument of Vimercati; Siciliano's sitting statue of pope Pius IV; Agrati's statue of St. Bartholomew, with a curious inscription; and Caraccioli's monument in black marble. Note also the many beautiful pictures, the porphyry front (aforetime the sarcophagus of St. Dyonysius), the pulpits, and the stained glass windows in the choir; the bas-reliefs (there are 1,500), of which some fine ones in the Holy Sacrament chapel; the antique and highly interesting, seven-branched, bronze candelabrum (near the said chapel), a priceless work of art, presented in 1562 by the archpriest Trivulzio; the extremely rich treasury (1 lira), and last, but not least — the subterranean chapel of San Carlo Borromeo, with 8 oval silver-gilt bas-reliefs, representing scenes from the life of the archbishop, whose saintly memory still lives forth among the lower classes, yet principally as the hero of the sick-bed. This chapel is supposed to be lighted by an opening in the floor of the choir, where a net is spread to catch the bronze and silver coins, which the Faithful throw down incessantly as their offerings to San Carlo. By peering through the meshes
of the net you see nothing. It is skilfully managed, to force you to pay \textit{una lira} for obtaining a view of the interior. Having done so, you become aware that you still cannot perceive a great deal, and that a much heavier payment is demanded, before you are allowed to inspect the shrine and tomb of San Carlo, which constitute the greatest curiosity in the whole cathedral. He rests, embalmed and dressed in the richest pontifical robes, in a splendid, silver shrine, the gift of Philip IV of Spain. As far as possible, the presents, offered from everywhere and everybody to the memory of the cardinal, are enclosed with his remains, but the rings alone are far too numerous for his fingers, and fill several strings. These gems represent a value of several millions (lire). — Milan has many other churches, of which you need only see a few. San Lorenzo, at one time part of a Roman palace (beautiful colonnade of 16 Corinthian columns) has some fine frescoes by Luini, like Santa Maria delle Grazie (15th c.), which, moreover, contains (in the refectory of the monastery) Lionardo da Vinci's famous "fresco of "The Last Supper" (1 lira), now rapidly disappearing under the tooth of Time. San Ambrogio (4th—12th c.) has many monuments and Luini's "Ecce Homo". — The Brera (open daily), formerly the Jesuits' College, now unites many different collections and the Library (300,000 v.; 1,000 MSS.), but the most interesting portion includes the *Picture Gallery, with many paintings by Luini, Titian, Mantegna, Rubens, Van Dyck, Rembrandt, P. Veronese, etc., Raphael's far-famed and glorious "Virgin's Marriage" (1504) and Lionardo da Vinci's study for Christ's head in "The Last Supper" (see above). — The Brera library ought not to be confused with the renowned Ambrosian Library (open daily, usually for a douceur), founded by card. Fed. Borromeo in 1609. It has 100,000 v. (many rare copies) and 8,000 MSS., also pictures and sculptures (Thorwaldsen's "Byron"), and it is extremely rich in old vellum MSS. (palimpsests), to which the world owes Ulfilas' Bible and Cicero's "De Republicâ". — Museo Poldi-Pezzoli (daily, 1 lira), containing pictures, sculptures, bronzes, tapestry,
etc. — **Arco del Sempione**, Piazza d’Armi, a beautiful arch in marble, commenced by Napoleon in 1804 after the completion of the Simplon road, and finished 34 years later. Napoleon also made the **Arena** (30,000 spectators), behind the quaint **Castello**, aforetime the residence of the Visconti and Sforza, who used it to tyrannise over the Milanese. — **Giardini Pubblici**, a small park prettily laid out, a favourite lounge of the Milanese. It contains the **Museo Artistico** (1 lira; Sun. 20 c.), the **Museo Civico** of natural history (50 c.), and Tabacchi’s bronze statue of Cavour (1865). — **Ospedale Maggiore** (fine façade). — **Cimitero**, beautifully situated outside the Porta Tenergia. Here are magnificent tombs, many with statues and busts of living relatives of the deceased (Italian fashion), and also the curious **Crematorium**, which is well worth a visit. When I was there, they showed me an Italian **contessina** in reduced circumstances!

**Excursion to Bergamo** (1½—2 h. by rail or by steam tramway), an interesting trip to an interesting town. **Bergamo** (43,000 inh. **Hotels**: **Italia**; **Capello d’Oro**), the ancient Bergomum, afterwards the capital of a duchy and a dependency of Venice (until 1797), now constitutes the chief town of a province, where the most important fair of Lombardy is annually held. It is the birth-place of Rubini, Donizetti, and Bernardo Tasso, the father of Torquato, whose statue adorns the piazza near the Palazzo Vecchio (Broletto). It has a picturesque situation, the old town (Città) lying on a hill, with the **Duomo** (modern), **Santa Maria Maggiore** (Roman.), containing fine stalls, wood mosaics, and Vela’s Donizetti monument; the **Capello Colleoni** (beautiful façade in coloured marble); and the **Accademia Carrara**, with a picture-gallery (1 lira), which has good examples of Mantegna, Tiepolo, Bellini, Luini, Dosso Dossi, etc., also an early work of Raphael. Fine view from the campanile of Santa Maria Maggiore (300 ft.) and from the promenade. **V. Emanuel** monument on the Piazza Cavour. To the **Iseo lake** (Lacus Sebinus) it is a charming excursion. It has an area of about 22 sq. miles and a maximum depth of 900
A steamer runs several times daily from Sarnico past Mezz'-Isola, a large island, to Iseo and Lovere, two small towns on the borders of the lake, covered with country-houses. Beautiful prospect from the Isola mountain. This excursion may likewise be made from Brescia (Route 28), 1 ½ h.’s rail from Iseo.

Excursion to Pavia (on the direct railway from Milan to Genoa, 3 h. by express). To Pavia the fast trains take only 35 min., but they do not stop at the Certosa station, reached from Milan by slow train in 50 min., whence omnibuses convey tourists in a few minutes to the Certosa di Pavia, perhaps the grandest monastery in the world. Founded in 1396 by Gian Galeazzo Visconti, first duke of Milan, it was peacefully left in the loving charge of the Carthusians, who made it more and more beautiful, until they were expelled by the State, upon the secularisation of all clerical properties. It is now kept as a national monument and shown by ciceroni, who are always glad to receive a trifle, although not legally entitled to any fee. The inspection lasts 1½ to 2 h. Francis I remained for 3 days a prisoner here, after the battle of Pavia (1525), in which the French king was captured. Through a gateway, with damaged frescoes by Luini, you penetrate into the quadrangular court, and there you at once face the magnificent façade in white marble, which is the real glory of this sanctuary. Commenced by Ambrosio Borgognone in 1473, it was continued and completed by numerous sculptors. Note the beautiful doorway, supported by four Corinthian columns, the rich decorations, medallions, bas-reliefs, sculptured turrets, niches, and windows. The interior is also highly artistic and beauteous. The church is built in the shape of a Latin cross, having a length of 249 ft. and a width of 173 ft. Fourteen chapels, seven on each side, line the nave. They contain valuable altar-pieces and other paintings of the Italian school. Statues and various monuments adorn the nave and transepts. Among the monuments, observe the tomb of Galeazzo, founder of the Certosa. It is magnificently worked in white Carrara marble by numerous eminent artists. Note also the II Moro *monument by Solari, the rich bronze
gates by Milanese artists, at the upper end of the nave, and the pictures in the two sacristies. Visit the Chio-
stro della Fontana, with its 50 round arches and its splendid doorway in white marble, the *Great Cloister (412 ft. long and 334 ft. wide), with its graceful arches, also the monks’ cells in 24 small houses.

Pavia (29,945 inh. Hotel: Croce Bianca), the old Ticinum, and afterwards the capital of the Lombard kings, with a picturesque bridge over the Ticino leading to the suburb of Borgo Ticino, is seldom visited. Yet, among its innumerable churches some are worthy of inspection, particularly Bramante’s round Duomo, dating from the 15th c. and standing, it is said, upon the site of an ancient basilica. It contains, in a side-chapel, the splendid tomb of St. Augustine (in 4 tiers), the work of many artists, ornamented with numerous statuettes and pinnacles. It was removed from the church of S. Pietro in Coelo Aureo. San Michele and Santa Maria del Carmine, the latter a fine specimen of terra-cotta architecture, should also be viewed. The famous University, founded by Charlemagne, and endowed by duke Gian Galeazzo with many privileges in the 14th c., is now only a shadow of what it has been. Volta lectured here.

ITALY.

(Compare "Annuario statistico italiano"; Beauclerk, "Rural Italy"; Gallenga, "Italy revisited", 2 v., and "Italy, Present and Future", 2 v.; E. de Laveleye, "L’Italie actuelle"; Manning, "Italian Pictures"; E. de Amicis, "Travels in Italy" (transl.); Symonds, "Sketches and Studies in Italy"; Trollope, "Italy" (transl.); Hare, "Italian Cities" (5 v. in 3 series); Howells, "Italian Journeys," 2 v.; Taine, "Italy" (transl.). See also Venice, Florence, Rome, Naples, Sicily).

A kingdom in the South of Europe, consisting of a peninsula, the large islands of Sicily and Sardinia, the island of Elba, and about 66 minor islands. It is situate between lat. 36°38’ 30”—46° 40’ 30” N. and long. 6° 30’—18° 30’ E., and comprises a total area of 110,655 square miles (91,277
mainland, 19,378 islands), with a population in 1890 of 30,158,400. Formerly it was composed of the various states of Sardinia, the Two Sicilies, the Pontifical States, the Lombardo-Venitian provinces of the Austrian empire, the grand duchy of Tuscany, the duchies of Parma and Modena, and the republic of San Marino. In 1870 the complete unity of the country under one crown was finally effected, and Rome became again the capital of Italy. The small community of San Marino, enclosed within the Italian dominions, alone retains its independent form of government. The kingdom is divided for administrative purposes into 69 provinces. The coast-line of the mainland is estimated at 1,999 miles, of Sicily, Sardinia, and Elba at 1,389 miles; of the minor islands at 557 miles; in all 3,945 miles, having several large bays and gulfs. The peninsula is traversed throughout its length by the chain of the Apennines; the Alps form its northern limits, dividing it from France. The highest mountains (Monte Rosa, 15,215 ft.; M. Viso, 12,640 ft.; Grand Paradis, 13,300 ft.) are found among the Alps, but the Apennines reach 9,580 ft. in M. Corno. Three are active volcanoes. M. Etna (10,874 ft., M. Vesuvius (4,100 ft.), and M. Stromboli (2,650 ft.), the latter in one of the Lipari islands. The chief rivers are the Po, the Adige or Etsch, the Arno, and the Tiber; the principal lakes, the Maggiore, Como, Lugano, Garda, Orta, Iseo, etc.

Italian wines are numerous and celebrated. The finest olives and olive-oil are furnished by Tuscany, Liguria, and the province of Bari. The cultivation of the silk forms an important agricultural industry. Fruits abound, and are of exquisite flavour, such as grapes, oranges, lemons, almonds, figs, dates, melons, pistachio-nuts, all of which are largely exported. The supply of sea and fresh-water fish is considerable. Sardines, tunny, and anchovies are exported. Among the principal minerals are iron, lead, zinc, copper, manganese, and antimony ores, sulphur, gypsum, amianthus, alum and boracic acid. Silver is found in Sardinia, and some gold in the Alps. Salt is a government monopoly, and tobacco a régie. The total annual mineral produce is valued at £ 2,160,000, of which sulphur alone absorbs £ 1,000,000. The commercial marine in 1891 consisted of 6,732 vessels (290 steamers), of 820,770 tons. The imports chiefly consist of cotton, wheat,
coal, coke, chemicals, colonial produce, yarns, jute, and manufactured goods, woolens, raw silk, silkworms' eggs, and cocoons, machinery, iron and steel in bars, plates, and rails, hardware, raw hides, horses and cows, fixed oils, salt fish, dye-stuffs, tobacco, earthenware, &c. The principal exports are olive-oil, wine, candied citron, sienne earths, pastes, coral, rags, boracic acid, raw and thrown silk, hemp, cattle, straw hats, rice, iron, zinc, and copper ores, sulphur, marble, fruit, vegetables, fresh and prepared meats, poultry, chemical products, wood, roots, etc. (for dyeing and tanning), artistic works, etc. The manufactures are woollen, cotton, silk, hemp, and linen yarns and tissues, leathers, straw and felt hats, furniture, chemical products, paper, agricultural and other machinery, prepared meats, artistic works (mosaics, pottery, Venitian glass, alabaster ornaments), etc. There is a considerable settled and floating population of English and Americans in the principal towns, and revenue is largely derived from them.

The army in 1891, including the local and active militia, had a total nominal strength of 2,448,308 men on the war footing. The force is divided into a regular army (in peace, 279,982; in war, 839,354 men); movable militia (449,016 men); and a local militia (1,559,938 men). The navy in 1891, including ships building, consisted of 269 vessels, manned by 19,224 men; 18 of the ships are ironclads, several of the most powerful construction. There are also 12 torpedo vessels, and 127 torpedo-boats. The fleet costs about £16,000,000. The finances of Italy are not in a satisfactory condition. The nation is enthusiastic and united as to have the necessity of a strong army and navy, but objects to, and is unable to bear, much taxation. Consequently, there is an annual deficit, and the national debt is rapidly accumulating. In 1861 it only amounted to £125,152,316, now it is estimated at no less than £520,000,000, not including the floating debt, the provincial debt (£6,880,000), and the communal debt £35,320,000. This involves a yearly payment for interest of £24,253,739. Public revenue, 1890—91, £78,129,383; public expenditure, 1890—1891, £81,850,059; total imports, 1890, £71,905,383; total exports, 1890, £51,171,079; imports from the U. K., 1890, £8,523,209; exports to the U. K., 1890, £3,093,918.
Railways ("Strade Ferrate" or "Ferrovie"). They partly belong to the State, but the Government does not work them. The principal systems are divided between two powerful companies, the "Compania delle Strade Ferrate del Mediterraneo," and the "Compania delle Strade Ferrate dell' Adriatico," with a joint office in Rome (Corso Magenta), and separate offices in Milan and Florence. Fares are not high, but there is no allowance for luggage, and the regulations as to hand-baggage (44 lbs.) are sometimes strictly enforced, where hearts cannot be softened by the prospect of a bottiglia. Therefore... I recommend you to travel first-class. Circular tickets are materially cheaper, and available by almost any route and train, but they possess certain drawbacks, the worst one being, perhaps, that they have to be stamped each time you resume your journey, usually at a special ticket-office. "Treno" is train, "bagaglio", luggage, "stazione", station, "biglietto", ticket, "biglietto d'andata e ritorno", return-ticket, "capostazione," station-master, "partenza," take your seats! The speed even of fast trains is not very great, and the waste of time at most stations frightful. In 1891 there were 13,168 kilometers of railway open for traffic, excl. of 2,539 kilometers of tramway. N.B. Railway robberies are of frequent occurrence. No valuables should be enclosed, therefore, in trunks, etc.

Postal inland, 20 c. per 15 grams, to foreign parts in Europe, incl. the U. K., 25 c. 15,316 post-offices were open in 1889. — Telegrams in Italy, 1 lira for 15 words; urgent telegrams, 3 lire for 15 w.; to the U. K., 3 d. a word. Upwards of 22,000 miles of telegraph. Stamps are "francobolli", post cards, "cartoline postale," some of which, issued by private firms, are adorned with pretty views; poste restante, "ferma in posta."

Money. One lira is 100 centesimi, or 20 soldi. Silver coins of 5, 2, 1 lira, 50 and 20 centesimi. Bronze coins of 1, 2, 5, and 10 c. Bank-notes of 5, 10, 25, 50, 100, 200, 500, and 1,000 lire. They are issued by the six privileged private banks, and cannot always be changed without loss, even in Italy. Gold is almost continually at a premium, and gold coins (5, 10, 20, 50, and 100 lire pieces) seldom met with. Napoleons and sovereigns are, therefore, eagerly taken.
Customs. These are lenient enough, as a rule, except on the Swiss frontier (comp. p. 191). It is, however, a terrible nuisance that you cannot leave one port to enter another port without undergoing a fresh examination of your luggage. There is, also, the infliction of a dazio (or municipal custom-house) in nearly every town and village.

Passports are seldom required (see Introduction, p.XXXI).

Guides ("Guide" or "Ciceroni") are rather expensive in the big towns (10 lire and upwards a day in the hotels), but very useful there, should you be in a hurry, and not speak the language, because they know the ins and outs of everything, and understand how to deal with the innumerable beggars that pester you in various shapes.

Hotels ("Alberghi") are very good in the larger cities, less so in the provincial places, where their ideas about cleanliness are not up to date. Restaurants are "trattorie", wineries, "osterie." "Caffe latte" and "nero" are the equivalents of coffee with milk and black coffee; "vin ordinaire" is "vino da pasto"; breakfast, "collazione"; dinner, "pranzo"; soup, "minestra"; boiled beef, "manzo"; potatoes, "patate"; kidneys, "rognoni"; ham, "presciutto"; fowl, "pollo"; vegetables, "erbe"; oysters, "ostriche"; roast beef, etc., "arrosto"; fried things, "fritto"; rice in the Italian style, "risotto"; mushrooms, "funghi". Of ices there are many kinds: "sorbetto", "gelato", "tutti frutti", "granita". Italians are very fond of them; the price is usually 50 c. Wines are not less popular, and very cheap in the inexpensive "osterie", where the "vino del paese", country wine, is drunk in large quantities by the lower classes. Among the best-known brands recall to memory the "barbera" and "barolo" in N. Italy, with the "asti" (sweet champagne); the "chianti" in Tuscany; the "velletri" in Rome; the "falerno", "lacrima christi", and "capri nero o bianco" in Naples, the excellent Sicilian wines ("marsala", etc.). Grapes ("uva") are extremely plentiful in season. Melons, oranges, sweet lemons, peaches, figs, equally so. Yellow peaches Americans will find nearly equal to "Delawares". S. Italy and Sicily are covered with prickly pears ("fichi d'India"), that grow wild and have no market-value.
ITALIAN ART.

(Compare: Dr. Burckhardt, "Art Guide to Painting in Italy"; Crowe-Cavalcaselle, "History of Painting in N. Italy"; Kugler, "Handbook to the Italian Schools of Painting", 2 v.; Poynter-Head, "Italian Painting"; Morelli, "Italian Painters" (transl.), and Mr. Ruskin’s works, also (for sculpture) Perkins’ "Italian Sculptors" and "Handbook of I. Sculpture").

Remarks about Italian art in such a handbook as mine must necessarily be very brief. The subject is immense, the peculiarity about Italian painting being that there existed almost as many independent schools as there were important cities. Yet, in many ways, they had connecting links. The following list is merely intended as an apercu of the principal schools and their chief painters:


Sixteenth Century. The Great Masters. Michael Angelo, 1475–1563; Lionardo da Vinci, 1452–1519; Raphael (Raffaello Santi da Urbino), 1483–1520; Correggio (Antonio Allegri da), about 1494–1534; Titian (Vecello da Cadore Tiziano), Ven., 1477–1576; Tintoretto (Robusti Domenico), Ven., 1562–1637; A. del Sarto (Flor.), 1487–1531; Giorgione (Ven.), about 1477–1511; P. Veronese (Cagliari), Ven., 1528–88. Other painters of rank were Luini (Mil.), about 1480–1554; S. del Piombo (Ven.),
1485—1547; Palma (Vecchio), Ven., 1480—1528; Moroni, Ven., about 1510—78; Barbieri (il Guercino), Bol., 1590—1666; Domenichino (Bol.), 1581—1641; Dosso Dossi (Ferrara), about 1479—1542; Ann. Carracci (Bol.), 1558—1601; J. Bassano (Ven.), 1558—1623; G. Romano (Rom.), 1492—1546; Sassoferrato (Rom.), 1605—85; S. Rosa (Neapol.), 1615—73.

Among architects and sculptors apart from Michael Angelo, who towers above all, I would mention the Pisanos, who flourished at Pisa in the 13th a. 14th c., the Rossis at Bologna and Florence in the 16th a. 17th c., Ghiberti, Donatello, Giotto, Orcagna, the Sangallos and della Robbias at Florence in the 16th c., and, in later years, Canova (1757—1832). Nowadays Italians seem more proficient in sculpture than in painting.

WHAT TO SEE IN ITALY.

(Full particulars under the headings quoted).


Twenty-seventh Route.

FROM MILAN TO TURIN AND GENOA.

(93 miles to Turin in 3 h., by express; from Turin to Genoa, 104½ m. in 3½ h., by express).

Italian Railways (Rete Mediterraneo). We traverse a flat but fertile country, partly irrigated by that important work, completed with British capital and costing £ 5,000,000, the Cavour canal, which we shall cross later on. (17½ m.) Magenta, with a memorial chapel, a monument to Napoleon III, and numerous tombstones, reminding the traveller of the battle (June, 1859) between the French, the Piedmontese, and the Austrians — a revenge for (31 m.) Novara (33,000 inh. Hotel: Italia), where Radetzky crushed the Piedmontese ten years earlier. Before Novara we cross
the Ticino, the former Piedmontese frontier, on a bridge of 11 arches, and the Naviglio Grande, a canal opening communication with Ticino. N. is an important junction, the railways between Bellinzona (p. 255) and Genoa, and between Milan and Turin, meeting here. It has an ancient Lombard Duomo, with Lanini's frescoes in the sacristy, and angels by Thorwaldsen on the altar. Monument to Cavour. Railway to Arona (p. 262) and to Domo d'Ossola (p. 246). Beyond Ponzana, the Monte Rosa group on the right becomes prominently beautiful. (44 m.) Vercelli (29,000 inh. Hotels: Leone d'Oro; Tre Re), an old town with Tibaldi's Cathedral in white marble (16th c.). It has 4 steeples, a fine portico, and an important library (gospel by St. Eusebius of the 4th c., old Anglo-Saxon poems, etc.). Among other churches, San Cristoforo contains Gaudenzio Ferrari's frescoes. Statue of Cavour.

Near Vercelli, whence branch-lines lead to Pavia (p. 275), and to Alessandria (p. 287), Marius slew the Cimbri (101 B.C.) and Hannibal the Romans (218 B.C.). From (75 m.) Chivasso a railway runs in 1 h. 10 min. to Ivrea (11,000 inh. Hotels: de l'Europe; Lion d'Or), a walled town with a castle, picturesquely situated at the mouth of the Aosta valley, and in about 2 h. to Aosta (p. 236). Chivasso is also the junction for Casale (30,000 inh. Hotels: Angelo; Tre Re), reached in 1½ h. It has an interesting Duomo and other churches, among which San Domenico (15th c.) is the most noteworthy. At Casale, a line runs to Mortara (Milan) and to Asti (Turin).

93 m. Turin, in Italian Torino (305,000 inhabitants), the capital of Piedmont, and, during 1860—1865, the capital of Italy, is the Roman Augusta Tauriorum (from the Taurini, whose chief city was destroyed by Hannibal). It stands on a plain, covering the left bank of the Po, where the Dora Riparia joins it. Turin, essentially a French city, has undergone many improvements during this century, which have been maintained, notwithstanding the losses sustained by the transfer of the Government offices to Florence. Turin boasts fine squares: *Piazza Castello, with the Palazzo Madama (13th c.) in the centre, and the wide Via Po, leading to the Piazza Vittorio Emanuele and to the five-arched bridge in granite across to the church.
VIEW OF TURIN.
of La Gran Madre di Dio; Piazza della Statuta, on the other side of the last-named square (with the monument, 60 ft. high, commemorating the opening of the Mont Cenis tunnel); Piazza di Savoia (with the Siccardi obelisk), Piazza Carlo Alberto (with Marocchetti's equestrian *statue of Charles Albert in bronze, er. 1861), connected with the Castello square by a fine gallery or arcade; Piazza San Carlo (with Marocchetti's equestrian statue of Emanuele Filiberto, er. 1838); Piazza Carlo Emanuele II (with Dupré’s grand Cavour monument which cost 650,000 lire); Piazza di Carlo Felice (with ornamental gardens, Balgico's bronze statue of Massimo d'Azezio, and the statues of Lagrange and Paleocapa). Massimo d'Azezio, Lagrange, and Cavour were natives of Turin.

Hotels: *Grand Hôtel de Turin, very good; *de l'Europe; Feder; d'Angleterre; Centrale; Suisse. — Restaurants: Cambio; de Paris (also café); Borsa; Meridiana. Also at the hotels and at the Central Station. Try "vermouth di Torino" at Carpano's. — Cafés: de Londres; Svizzero; Liguria; San Carlo.

Stations: Centrale (Porta Nuova), for all parts (a fine building); Stazione di Porta Susa, a suburban station; Rivoli station, Piazza dello Statuto; Cirie-Lanzo station, Ponte Mosca. — Cabs ("cittadine"), with 1 horse, per "corsa", 1 lira; ½ h., 1 lira; 1 h., 4½ lira; w. 2 horses, somewhat dearer. Higher fares after midnight. — Tramways through the main streets of the city. Steam Tramways to various points in the neighbourhood. Funicular Railway to La Superga (p. 286). — Post-Office, Piazza Carlo Alberto.

Theatres: Regio, open only during the Carnival; Vittorio Emanuele, the largest after the Scala and the San Carlo.

British Vice-Consul. — English Church service, Via Pio Quinto; also at the Turin hotel.

Principal Attractions. Palazzo dell’Accademia delle Scienze, built in 1674 by Guarini as the Jesuits' College. Antiquities (principally Egyptian), bronzes, etc. are found on the ground- and first-floor; *pictures on the second-floor in the so-called Pinacoteca. They in-
clude Sodoma's "Madonna", Caravaggio's "Musician", *Van Dyck's "Children of Charles I", "Infanta", "Prince of Savoy", and "Holy Family" (very fine), Dow's "Grape Girl", Velasquez' "Philip of Spain", Teniers' "Musician", Memling's "Seven Sorrows", and other notable pictures. — Armeria Reale (Royal Armoury), a valuable collection open daily and forming part of the Palazzo Reale, built in 1660 by Castellamonto, enlarged by Juvara in the 18th c. Courtyard adorned with Sangiorgio's group of Castor and Pollux; principal staircase, with an equestrian statue in bronze of Vittorio Amedeo I. The State-apartments are open to visitors by permit on Th. a. Su., whenever the royal family is absent. The Great Gallery, containing family and other portraits, overlooks the Palace Gardens (Giardino Reale), open to the public on Su. (music); splendid perspective towards the Superga (p. 286). — Cattedrale (adjoining the Palace), built 1498—1505 in Renaissance, with a façade in marble, containing a sacristy rich in reliquaries, etc. and the Cappella del Santissimo Sudario, above the high-altar, so called from the sudario or fold of the shroud in which Christ was wrapped. Brought from Cyprus in 1452, it is now enclosed in an urn. The chapel, cased in black marble, with bronze ornaments, is considered Guarini's masterpiece (17th c.). The monuments are those of Carlo Alberto's most famous ancestors, er. in 1842. Observe Revelli's marble figure of the queen Maria Adelaide. — Palazzo delle Torri, a much modified Roman gate, now a school. It has 2 towers, hence the name. — Palazzo di Città (town-hall); before it, a monument of Amedeo VI, and marble statues of prince Eugenio and the duke of Genoa. — University, with a beautiful courtyard. — Mole Antonelliana, a huge pile in the Via Montebello, built for a synagogue in 1863—1889 by Antonelli, sold for a museum in honour of V. Emanuele. — Museo Civico (free, or 50 c.), containing works of art and antiquities. — Palazzo Carignano (by Guarini, 1680), once the residence of Carlo Alberto, afterwards the Italian parliament-house (1860—65). — Palazzo Valentino, built by Christine of France in 1633 as a chateau,
now a Government school. Around it, near the Po, is the Giardino Pubblico, with botanic garden, a café, and the imitation of an old feudal castle (50 c.). Another public garden is the Giardino della Cittadella with monuments of Brofferio, the poet, and Cassinis, the lawyer. — In the Cimitero, reached by the steam tramway to Chivasso, lie Silvio Pellico, Massimo d'Azeglio, and many other famous Italians. Cavour lived in the Via Cavour (tablet), Tasso in the Via della Basilica. — Fine views from the Capuchin Mountain (ascended by a cable tramway), with an old monastery and a station of the Alpine Club, also from *La Superga, reached by funicular railway from the Piazza Castello in 55 min. (2.60, 1.85 lira), or by carriage. La Superga, on a hill 2,560 ft. high, built in 1717—49 for Vittorio Amedeo in accordance with a vow, is a royal mausoleum in circular form, containing numerous monuments in 6 chapels, a Corinthian portico of 8 columns, 2 belfries, a cupola resting upon pillars, and a subterranean church. All the members of the royal house are interred here, with the sole exception of Carlo Felice. Splendid vista towards the Alps. Near the mausoleum, a seminary and a small inn. — Other excursions to La Veneria Reale, the Castello d'Aglie, the palace of Rivoli (rail in 20 min.), with beautiful grounds and some pictures — all three royal manors; also to picturesque and antique Susa (3,000 inh.), the Segusium of the Romans, whose arches still attest their art, the principal one being the *Cottius gate in white marble, near the old cathedral of St. Justus and the castle. Susa lies about 2 h. by rail from Turin, via Bussoleno, a station on the railway between Turin and Lyon (Paris), through the Mont Cenis tunnel, which, 14,050 yards long, was constructed in 1857—70 at a cost of £3,000,000. It was the first great tunnel through the Alps.

The railway from Turin to Genoa, which is the continuation of the line from Modane, runs along the left bank of the Po, crossing it on a seven-arched bridge near Moncaliera, with a royal manor. At (8½ m.) Trofarello, the line forks, the branches southward leading in 4½ h. to Savona and in 2½ h. to Cuneo (13,000 inh.), an oldish town, whence a diligence takes one in 23 h. to Nice,
along a beautiful road over the Coldi Tenda (6,158 ft.). We continue our route in an e. direction, soon arriving at (26 m.) Asti (33,000 inh. Hotels: Leone d'Oro; Reale), famous on account of its cheap champagne, manufactured in large quantities, and as the birth-place of Alfieri (statue), whose room at the Palazzo Alfieri is willingly shown. Gothic Cathedral. Vineyards, fossils, and mineral springs abound in the neighbourhood, in fact so much so that the most fastidious should be satisfied. A bridge of 15 arches over the Tanaro precedes (56 m.) Alessandria (64,300 inh. Hotels: Europa; Albergo Nuovo; Italia), a fortified town between the Tanaro and the Bormida, founded in 1168 by the Lombard League, that powerful confederacy of Italian cities against the Ghibellines. The pope Alexander III stood sponsor, and the new place, which soon became a Guelph stronghold, was named after him. It is a great fortress even now, and the surrounding country can be readily inundated by means of sluices. It is also an important junction, railways here radiating to Novara (Bellinzona), Valenza (Pavia), Voghera (Piacenza), Acqui (Savona), Genoa, and Turin. (70 m.) Novi (11,000 inh.) is another important junction, beyond Marengo, where Napoleon vanquished the Austrians in 1800. Soon after Novi, the railway nears the Apennines, which it pierces, amidst beautiful scenery, by means of a great tunnel (3,470 yards) at Busalla. It is only one of eleven between Ronco and Genoa. Numerous viaducts and bridges over the Scrivia. Through the narrow gorge of the Polcevera we rapidly descend to Sampierdarena, a populous suburb of

104½ m. Genoa, in Italian Genova ("la Superba"), in German Genna, in French Génes (206,000 inhabitants), a great port and an important military position, situated on a gulf of the Mediterranean — the chief town of a province and the seat of an archbishop — at the foot of the Apennines upon rising ground, which explains the irregularity of its streets. As a port, Genoa knows of no rival in Italy. Its new trade, already considerable since the advent of the Italian kingdom, has grown by leaps and bounds after the completion of the St. Gotthard railway, which has given it a direct communication with Northern Europe. Twelve thousand vessels every year enter its harbour, protected by two moles, 1,800 ft.
part at the ends (6 more, building). The annual exports reach
a 4,000,000, the imports £ 15,000,000. The outlines of
Genoa's interesting history are well remembered. Founded
by the Romans and anciently the capital of Liguria, it rose
to a powerful commonwealth after various vicissitudes under
Lombards, Franks, and Germans. It then acquired Corsica
and formed its alliance with Pisa, which afterwards drifted
into a war, ending with the humiliation of the Pisans. But
in the struggle with Venice, it was Genoa that got the
worse. The reign of doges commenced in 1339, and continued
for 2 centuries. Genoa thereafter passed under the sway of
the French kings, until Andrea Doria restored the Republic
(1528). The plot of Fiesco to drive the Dorias away failed
(1547), and the Genoese commonwealth endured until the
first Napoleonic period, Corsica having been ceded to France
in 1768. Napoleon made it the capital of the Ligurian
Republic, which ended in a French department in 1802. The
Congress of Vienna incorporated Genoa with Piedmont, whose
fortunes it has followed ever since. Columbus, who was
probably a Greek, is claimed as a citizen of Genoa, where
Mazzini and Paganini were undoubtedly born.

Hotels: *des Etrangers, very good; de Gênes; du
Parc; Isotta; Métropole; de la Ville; de France; de Lon-
dres. — Restaurants: Concordia (also café); Costa.
Likewise at the hotels and at the Central station. —
Cafés: Roma; Italia. Beer at the Birrerie: Svizzera;
Vienne; Monsch; Klaingutti. — Music at the Concordia.

Stations: Stazione Piazza Principe, for all
trains; Stazione P. Brignole, in e. Genoa, on the
line to Rome. The two stations are connected through a long
tunnel under the town. — Cabs: the corsa, 1 lira; 1 h.,
1½ lira. Higher fares after dark. — Tramway
through the main quarters of the town; also to Pegli, via
Sestri, etc. — Steamers to all the principal ports,
inland and foreign. — Row-boats, 2 lire an h. —
Post-Office, Galleria Mazzini.

Theatres: Carlo Felice (closed in summer);
Politeama Genovese.

British Consul and Vice-Consul. Ameri-
can Consul. — English Church (1872), Via
Goito; Presby rian, Via Peschiera.
Principal Attractions. Genoa has been compared to Naples, and even Lisbon or Constantinople. It is not to be named in one breath with any of the three cities enumerated, as far as the situation is concerned. On the other hand, Genoa is more civilised than all of them. It does not disappoint after closer acquaintance, but rather grows upon one by degrees. Like at Venice, the traveller loses much in approaching Genoa by land. It should be seen from the sea, and the true beauty of its position will only then be fully realised. The Harbour — still in course of transformation — consists of an Avanporto, a Nuovo Porto, towards the construction of which the duke of Galliera contributed 20,000,000 lire, and the Porto itself, which is the inner harbour. On the quay, near the bonded warehouses constituting the deposito franco, stands the Dogana, located in the old building of the famous Banco di San Giorgio, a quasi-political institution, founded in 1346, and possessing great wealth and power at one period of its existence. The chief hall is filled with the 21 marble statues of leading Genoese, some standing, some sitting. — From the quays, a short cut takes you to the Piazza Banchi, where the 16th c. Borsa (with a statue of Cavour) stands, and through the narrow yet lively Via Orefici, and the via Luccoli, to the Piazza Fontane Morose. This square forms in a certain sense the centre of the city. To its left you will find the Via Garibaldi, formerly the Via Nuova, a street full of old palaces, leading to the Piazza dell' Annunziata, the Via Balbi (with more palaces), and the Piazza Aquaverde near the Central Station. This square has a garden of palms, in the midst of which stands the massive Columbus monument, with bas-reliefs representing scenes from his life. But how if he was not a Genoese? — Among the Palaces, I can only mention a few: Palazzo Rosso (from its colour), once the mansion of the Brignole-Sale, but presented to the city in 1874; it contains a picture-gallery and a library (open daily), the former with some good portraits by Van Dyck, who, together with Rubens, came over to Genoa, at the invitation of the patricians, to paint them in their true (?) colours. — Palazzo Bianco (1565-9), the very opposite of the first-named; it belongs to the mar-
chese Deferrari. — **Palazzo Marcello Durazzo**, built by Alessi, the great architect of Genoa. It has a beautiful façade and colonnaded court, leading to Tagliafico's magnificent stairs and to the rooms, filled with valuable pictures, notably by Rubens and Van Dyck, and containing B. Cellini's silver *vases. — Palazzo Reale*, built for the Durazzo family in the 17th c. by Cantone and Falcone, purchased by the king of Sardinia in 1815, and still a royal residence. It is the largest palace in Genoa, and the view from the terrace is fine, but the principal art treasures have been removed. — **Palazzo Doria** (near the Central station), presented to Andrea Doria (p. 289) in 1522, rebuilt 7 years later by Montorsoli. The frescoes and other decorations are by Del Vaga, a pupil of Raphael and a *protégé* of Doria. Delightful garden. The palace belongs to the Doria family, like another villa which is seldom shown. A third Palazzo Doria, built by Lurago in the 16th c., now forms the **Palazzo Municipale** (town-hall). It has some good Netherlandish paintings and a few curious relics. — **Palazzo Balbi** (1 lira), erected by Bianco (17th c.), rebuilt by Corradi. The court, with its three tiers of Doric porticoes, is very fine. Noteworthy pictures by Van Dyck, Rubens, and the great Italian masters. — **Palazzo Ducale**, the ancient palace of the doges, of which little, however, remains after the fire of 1777. It now contains the law-courts, etc. Fine façade and vestibule, with its 80 columns of white marble. *Great hall. — Palazzo dell' Università*, built by Bianco for the Jesuits (1623), at the expense of the Balbi family. Noble cortile and vestibule. There is a church, a museum, and a library of 80,000 v., all belonging to the University. — Among the many churches, I would recommend you to see San Lorenzo, with its marble façade and gorgeous interior. The Cappella di S. Giov. Battista (1451-96) has some sculptures and relics of St. John the B., also a rich treasury. S. Maria in Carignano, built by Galeazzo Alessi (1552-1608), and afterwards restored, is also noteworthy. It lies high and affords a striking vista. — Visit the curious Albergo de' Poveri, outside the Porta Carbonara, founded by Brignole in 1655, in which there is room for 2,000 inmates,
and the famous Campo Santo (carriage 5—7 lire). It lies outside the Porta Romana, was designed by Resasco in 1838, cost £44,000, and is one of the most magnificent cemeteries in the world. As at Milan, the finer tombs, some with elaborate sculptures, are arranged in galleried vaults. Beautiful circular chapel. Santo Varni's statue of "Faith" (27 ft. high). Tomb of Mazzini and other notabilities.—Stroll down the Via Roma, which runs parallel to the Galleria Mazzini, brilliant with shops, across the pretty Giardino Aquasola, containing a monument to Mazzini, into the Villetta di Negro (also a garden), and into the Via Assarotti, which leads to the Piazza Manin, whence a beautiful promenade runs high above the city, affording extensive views.

Genoa lies in the very midst of the Riviera, one of the most picturesque coast regions of Italy. The e. portion is called Riviera di Levante, the w., Riviera di Ponente; both are traversed by railways, which have been extremely difficult and costly to build. On the Riviera di Levante, as far as Pisa, there are no less than 80 tunnels, which, unfortunately, spoil a good deal of the lovely scenery. Express trains perform the journey to Pisa (101¾ m.) in about 3¾ h., but do not stop at intermediate stations. To see the country, it is therefore better to take an ordinary train (about 5½ h. to Pisa). It halts at Quinto, in the midst of orange-groves and villas innumerable, then at Nervi (5,700 inh. Hotels: Eden; Victoria; Nervi), a popular health-resort, with similar surroundings and charming walks; also at Rapallo (Hotels: de l'Europe; Rapallo), not less favoured by Mother Nature.

Glorious views are marred by tunnels in the front of us, tunnels at the back of us — in fact, anything but a "light brigade" of them. Sori, I am not sori to point out, forms an honourable exception. That tunnelless prospect from the viaduct overhanging it is grand. Sestri Levante (27 m. from Genoa) is likewise enchanting. Close to Spezia (42,000 inh. Hotels: Croce, with Engl. Ch. serv.; Italia; Roma; Gr. Brettagna. — British Vice-Consul), an important military port in Liguria, with strong fortifications, arsenal, and large dockyard,
an enormous tunnel has to be endured. The environs of Spezia are charming, and they, with a mild and equable climate, attract many families in the spring and autumn. Excursion to Porto Venere (steamer, twice daily), opposite three islands, the largest (Palmaria) being strongly fortified. Here is the grotto of Signor Byron, who stayed with wondrous Shelley in 1822 at the casa Magni near Lerici, on the other side of the bay. The latter mysteriously perished in a collision at sea (?). Past Spezia, at antiquated Avenza, 70 m. from Genoa, there is a short branch line (16 min.) to Carrara (12,000 inh. Hotel: Nazionale. — American Consul), far-famed for its 400 white marble quarries, employing thousands of labourers, besides sculptors, shopkeepers, and guides. They all work their quarries, or rather their quarry — the tourist who comes to see the place. A brief visit will take the best part of a morning and of a ten-lire note. 4 m. beyond Avenza, you stop at Massa, also with extensive marble quarries, a ducal manor, and, further on, the picturesque ruins of Montignoso. Next comes the popular watering-place of Viareggio, 14 m. before Pisa (54,000 inh. Hotels: Grand; Victoria; Merve; Europa; Nettuno; National. — Restaurants at the hotels, at the railway station, and at Pietromani. — Omnibus to the town, 10 c. — Cabs, w. 1 horse, per corsa, 80 c.; ½ h., 1 lira; to and from the station, 1 lira. — Post Office, on the Arno quay, near the Ponte di Mezzo. — English Church serv.). Pisa, the ancient Pisae, the capital of a province, lies on both banks of the Arno, 12 m. from its mouth. In the middle ages, and afterwards, until the crushing defeat inflicted by Genoa near Livorno (1284), it held a powerful sway as a commonwealth, and possessed many islands and fleets. Weak through discomfiture and internal dissensions, the Pisans became an easy prey of the Florentines, whose domination was enforced in 1509 after a long siege. Pisa subsequently became the capital of the grand duchy of Tuscany, and followed its fate when the kingdom of Italy arose. At Pisa was held in 1409 the famous council, which declared two rival popes deposed and elected a successor in Alexander V, who soon died (poisoned). The most cele-
brated Pisan is, no doubt, Galileo Galilei, who taught at the famous University (founded 1343, and revived by the Medici), and whose house stands close to the Galileo quay. Pisa is also the birth-place of the Pisanos, that family of architects and sculptors, who have scattered their masterpieces broadcast, principally in their native town. Byron lived (1822) in the Pal. Lanfranchi.

Principal Attractions. Apart from the quays, with some fine buildings, amongst which must be mentioned *Santa Maria della Spina (1230—1323), an exquisite Gothic church, loaded with sculptures by Giovanni and Nino Pisano, and their pupils; apart also from the Piazzze dei Cavalieri and S. Caterina, the first with Bologna's statue of grand duke Cosimo, the other with that of another grand duke — the main attractions of Pisa are centred within a narrow compass around the Duomo, situated at some distance from the quays and the railway station. All the glory of Pisa lies there. The cathedral in white marble, commenced in 1063 and completed in 1118, was the work of Boschettio and Rinaldo. Built in the form of a Latin cross, it has a length of 311 1/2 feet and a width of 252 feet. Its nave, rising to a noble dome, is supported by 74 marble pillars, the stone in some cases having been brought by the Pisans from conquered cities afar. Beautiful façade. Pulpit by G. Pisano (restored). Pictures of A. del Sarto. Mosaics by Cimabue. — Opposite the cathedral stands the circular Baptistery in marble, built in 1153—1278, renovated in the 14th c., with a dome 190 ft. high. It contains the world-famed *hexagonal marble pulpit of N. Pisano (1260), resting upon 7 columns. It is his finest effort. — The round, marble Campanile (better known as Leaning Tower of P.), begun in 1174 by Bonanno and William of Innsbrück, completed in 1350, rises to a height of 183 feet near the cathedral. The basement, with walls 13 ft. thick, is surrounded by a semi-circular colonnade. The tower is built more than 11 ft. out of the perpendicular, in 8 stories, separated by ranges of columns, and the top, with a fine view, is flat. Why the architects had this leaning can never be known. Perhaps they where out of the perpendicular themselves, while building, or
early Italian Brunels, full of eccentric daring. — Campo Santo (50 c.), to the N. of the duomo, started by archbishop Ubaldo (1188—1200), with the assistance of 53 shiploads of Mt. Calvary earth, in which to bury the bones of noble citizens. The walls of the main building, erected by G. Pisano in 1278—83, are covered with magnificent frescoes, partly obliterated by the tooth of Time. Splendid tombstones and ornaments (Thorwaldsen's Vacca monument, etc.). Pisa lies on the railway to Rome, reached in 6½ h. by express, and there is a direct service of trains by this route between Rome and Modane (Paris).

Livorno, in French Livourne, in English uglified into the abomination Leghorn (103,000 inh. Hotels: Grand; du Nord; Gr. Bretagne; Anglo-Americano. — Tramway through the town and to Ardenza, with many villas. — Cabs: per corsa, 1 lira; per h., 1½ lira. Higher fares after dark. — Post-Office, Piazza Carlo Alberto. — British Consul. American Consul. — English Church and Scotch Kirk, Via degli Elisi, at the old Engl. cemetery, where Smollet was buried), lies ½ h. by rail from Pisa, has fine streets and squares, a good harbour and a large trade, chiefly in the hands of the Britisher, but no attractions of the higher order. Excursion to the sulphur baths of Puzzolenti, 2 m.

Now we will turn the other way from Genoa, and follow the iron Pegasus along the Riviera d Ponente, as far the French frontier at Ventimiglia, distant 4 h. 40 min. by express, and hardly more by any train. The whole coast is beautiful, and I strongly advise you to alight at San Remo and drive to Ventimiglia, if not to Nice. Pegli (Hotels: de la Méditerrannée; Pegli) is one of the first stoppages, and many people get out here for a visit (by ticket, 1 lira) to the well-known Villa Pallavicini. The grounds, with an artificial grotto, etc., are fairylike in their tropical exuberance, and stretch forth on broad terraces along the shore, leading up to an imitation burgh, supposed to be besieged. From the tower, the vista is enchanting. Pegli, like Sestri, which precedes it, is but a suburb of Genoa. The wealthy Genoese have their
villas along this coast, and there are some charming ones on the way to Voltri, a large place, with many paper-mills, and to Savona (19,000 inh. Hotels: de Rome; Suisse), an antique port, 28 m. from Genoa, having a direct line to Turin (p. 286). The harbour was ruined by the Genoese in 1528. S. has a cathedral (1604), with some notable pictures, also a Sistine chapel, and (5 m. away in the mountains) a famous pilgrims' resort: Nostra Signora di Misericordia, extolled by Wordsworth. Past picturesque Noli and not less picturesque Albenga (4,000 inh.), with its many quaint towers, at the mouth of a beautiful valley, we enter the rising watering-place of Alassio (5,500 inh. Hotels: Grand; Suisse; de Londres; de Rome. — English Ch. serv.). It has good sands and a climate similar to that of San Remo (17,000 inh. Hotels: West End; Royal; Bellevue; Victoria; des Iles Britanniques; de l'Europe; de Londres. — British Vice-Consul. — English Ch. serv.), which we reach beyond Porto Maurizio (7,000 inh.), strikingly situated on a lofty promontory. The fame of San Remo, with its old and tortuous streets, splendid hotels, fine beach, and palm-groves, luxuriantly growing on a slope rising from the sea, is of recent date, yet firmly established, principally through the agency of wintering English nabobs, whose money is gradually transforming this well-sheltered place, where the mean winter temperature is nearly 50 F. Of excursions there are enough and to spare. Poor emperor Frederick resided here during the autumn of 1887 in the Villa Zirio. At Bordighera (3,400 inh. Hotels: Belvedere; Angst; d'Angleterre; de Londres; Beaurivage; Victoria; Windsor. — Engl. Ch. serv.), 20 min.'s rail beyond San Remo, you find another of the winter health-resorts that keep growing in number along this sun-kissed Riviera of olives, palms, lemons, and oranges, and at Ventimiglia, a few minutes further, that less pleasant growth of modern times, the railway custom-house. For here is the frontier of France, and, unfortunately also, the boundary-line of my book in this direction. Favoured Menton, gay Monte Carlo, terrestrial Eden — the spot to commit suicide —
Quand on a tout perdu,
Quand on n'a plus d'espoir!
brilliant Nice, home of sunshine and flowers, I must
not tarry by thee. On, on!

**Twenty-eighth Route.**

**FROM MILAN TO VENICE (via Verona).**

(164½ miles in 5¾ h., by express).

*Italian Railways (Rete Adriatico).* Beyond **Treviglio**, junction for **Bergamo** (p. 273), there is little to
attract our notice until we get to the valley of

(51 m.) **Brescia** (68,000 inh. **Hotels**: Italia; Fenice; Gambero. — **Cabs**: the corsa, 85 c.; 1 h., 1½ lira. —
**Tramway** through the town. **Steam tramway** to **Salo** (p. 298), the ancient Brixia, the home of A. Bonvicino, fam-
ous as il Moretto (1498—1555), who has left some of his
masterpieces in the Romanesque **Duomo** ("la Rotonda"),
S. S. Nazzaro e Celso (with a "Resurrection," by Titian),
the church of Madonna dei Miracoli, which has a
beautiful façade, S. Giovanni Evangelista, S. Franchesco, S. Maria delle Grazie, S. Clemente
(with the master’s monument), also in the **Palazzo Martinengo**, containing a collection of municipal pictures.
Apart from the above churches, the following attractions
should attract: **Municipio** ("la Loggia"), an architectural
masterpiece in marble of Formentone, J. Sansovino, and
Palladio (1508), on the Piazza Vecchia, where likewise stand
Formentone’s **Archivo**, the highly ornamental **Monte di Pieta**, and the monument to Brescia, erected by Vittorio
Emanuele (1864). — **Palazzo Tosi**, with paintings and
sculptures (Canova, Thorwaldsen, etc.). — **Vespasian’s Temple** (50 c.), built in 72 and discovered in 1822, now
containing a municipal museum. Remarkably fine, bronze
Victoria, 2 ft. high. — **Santa Afra** (pictures by Titian,
Veronese, etc.), upon the site of Saturn’s temple. From the
above it will be seen that there is a good day’s work at B.

At (68½ m.) **Desenzano** (3,450 inh. **Hotels**: Reale; Vittoria; Posta), the charming, deep-blue **Lago di Garda**
is reached, whose low-lying, southern shores, with the
promontory of Sermione, where Catullus dwelt and sang,
belong to Italy, like the mountainous banks beyond, culminating in the Monte Baldo (6,500 ft.) on the e. side, whilst the northernmost portion belongs to Austria. The Mincio, after 1859 the boundary-line between that empire and Sardinia, flows through the lake, which is 34 m. long; 4 to 10 m. broad, and nearly 1,000 ft. deep in the deepest part. It has 3 islands. Its treacherous storms, referred to by Virgil, its natural beauties, and its delicious fish (trout, sardella, carpione, etc.), known to and appreciated by the Romans in the Lacus Benacus, have persisted to this very day. Steamers navigate it, starting at the s. extremity, either from Desenzano, or from Peschiera (1,700 inh.), one of the famous fortresses which once formed the Quadrilateral. It lies 9 m. beyond Desenzano, and has played an important part in the struggle with Austria. Near it is Solferino, where the battle of 24th June 1859 settled the fate of Lombardy; near it, also, Villafranca, where peace was concluded, and Custoza, where the Austrians vainly crushed the Italians in 1866. The steamboat pier, both at Desenzano and at Peschiera, is at some distance from the railway station (omnibus, 50 c.). The steamers follow different itineraries, those from Peschiera skirting the e., those from Desenzano the w. bank, which is the most picturesque, but ultimately they come together again at Riva. The former halt at Salo (steam tramway to Brescia in 2½ h.), in a grand position, under Monte S. Bartolommeo; Gardone-Riviera (w. good hotel), also beautifully situated, and Limone, whose very name indicates the orchard-like and tropical surroundings. The principal steamboat stations on the e. itinerary are Garda, an oldish town near the mouth of the Ticino, that has given its name to the lake, and that possesses a picturesque manor; and Malcesine, under Monte Baldo, described by Göthe, who had trouble with the Venetians here. The lake of Garda may very well be included in a circular tour. Starting from Desenzano, you take the steamer to Riva, and the railway thence to Mori, on the line between Verona (Ala) and Innsbrück, returning by that railway to Italy (custom-house at Ala). Or you may enlarge the circle by proceeding from Riva to Arco and Trento (Trient) by road, returning to Verona from the last-named place. Tourists from the N. can obviously reverse this tour.
The situation of Riva (5,408 inh. Hotels: Riva; du Lac, with Engl. Ch. serv.; Sole d'Oro; Baviera; Musch. — Café: Andreis. — Row-boats, 40 Kr. the h. — Diligence to Arco, 3 times a day, 20 Kr. One-horse carr. to Arco, 3; two-h. carr., 5 Gulden; to Trento, 9 or 14 G.), upon the Sarca and under a height, crowned by a ruined castle, is glorious. Numerous excursions.

Walk along the *rock promenade, cut high above the lake, through galleries and tunnels, to the Ledro Valley and the fall of the Pona (10 Kr.). It takes about 4 h. Or hire a boat (bargain). The carriage road to Mori, past Torbole (on the lake), is likewise very fine. Splendid view from a natural gate near Nago.

Arco (2,500 inh. Hotels: *Kurhaus; Kurcasino; Olivo; Arco; Erzherzog Albrecht. — Café: Povoli; Strasser. — Visitors’ tax: 2 G. a month) lies at but a short distance from Riva in a well-sheltered valley, under the ruins of the Schloss-Arco, with delightful park. Arco is much patronised for its mild and equable climate, particularly by Austrian families, in winter. Good Kuranstalt, under able management. New castle of Archduke Albrecht, old one of Count Arco. Many excursions. A diligence runs daily in 6 h. (2 G.) to Trento, another in 2½ h. to Mori (90 Kr.). The Trento route is to be recommended.

Trento (21,000 inh. Hotels: *Trento; Europa; Victoria; de la Ville. — Restaurants: Isola Nuova; Frassoni. — Café: Specchi; Nones. — Post-Office, Via Calepina. — Engl. Ch. serv.) is the principal town of the s. Tyrol (Trentino), the ancient Tridentum, mentioned by Plinius, Strabo, and Ptolemaeus. It lies on the Adige among hills. It is, of course, well known to all students on account of the famous Council (1545—63), held in S. Maria Maggiore, and commemorated in 1855, as indicated by the so-called Virgin Pillar, then erected. A large painting in the church shows the prelates assembled. Trento, once the seat of a powerful prince-bishop (whose vast palace, the Buon Consiglio, has been degraded into a barrack), contains numerous palaces, silent witnesses of its splendour, in the arcaded streets; a restored Roman Cathedral (1212—1408), with 2 cupolas, old tombs, and some frescoes; the quaint and strong Augustus-
th "rum (fine view), etc. It is a pleasant walk to the Castello, also to the Fersina waterfall (30 Kr.). A beautiful tour may be made from Trento to Belluno, through the Val Sugana, and, northward, to Cortina, through the Ampezzo valley, as far as Toblach, in the Pusterthal (Route 46).

We will now proceed on our way to Venice.

(92 m.) Verona, called "la Degna", an ancient city and fortress on the tortuous and often terrible Adige (69,000 inh., incl. the garrison. Hotels: de Londres, with Engl. Ch. serv.; Colomba d'Oro; San Lorenzo. — Restaurants: Regina Margherita; Löwenbräu. Also at the hotels. — Cafés: Europa; V. Emanuele; Dante. — Stations: Porta Vescovo (Central). Porta Nuova. — Tramway between them. — Cabs: the corsa, 1—2 p., 75 c.; 1 h., 1½ lira; to or from the stations, 1 lira. A higher tariff after dark. — Post-Office, Piazza Indipendenza. — Theatres: Filarmonico (operas); Nuovo; Valle; Castellani). The origin of V. is Roman. Numerous remains bear witness to it. Capital of the Ostrogoths in the 6th c., it was captured by the Lombards, and afterwards became Venetian, as soon as the curious dominion of the Scaligers ("Della Scala", from a ladder in their shield), which extended far beyond Verona, had ceased. The Austrians came in 1814, the Italians in 1866. Five bridges span the Adige. V. is the birth-place of Catullus, P. Cagliari (Veronese), of Fra Giocondo (about 1435—1514), and of Michele Sammicheli (1484—1559), whose architectural masterpieces have made V. what it is.

Principal Attractions. A good mode to see Verona is to get into the tramway car at the Porta Nuova station, and to alight again at the Porta Vescovo station. You then pass through the whole place, surveying its most interesting features. First of all comes the broad Corso Vit. Emanuele, with a statue of Sammicheli, who built the fine Porta Nuova, leading to the Piazza of the same name, the old Piazza Brà, the principal square of V. Here stand the modern Municipio; the Palazzo della Gran Guardia (1610), now a corn magazine, partly shielding an ancient wall of king Theodoric (?); the Portone, an antique gate; an equestrian statue of V. Eman. (1883);
finally, the *Arena or Roman Amphitheatre, built in the early part of our era, resembling the Colosseum at Rome, but much more perfect. The interior had room for some 20,000 people. Of the outer arches only 4 remain. This arena, into which the water of the Adige could probably be introduced for aquatic amusements, has a circumference of nearly 1,500 ft., a height of 100 ft., a diameter of 262½ and 146 ft. Other Roman remains are the Theatre, near the Ponte di Pietra; and the double Porta dei Borsari, erected by Gallienus, in the Corso Cavour, to which the tramway car proceeds from the Piazza V. Emanuele. That Corso is the principal street of V., containing some of Sammicheli's most gorgeous palaces, and leading, through the Via di Porta Palio, to his beautiful gate, the Porta Palio, past the Castel Vecchio, the former residence of the Scaligers, now a barrack. Close by is *San Zeno Maggiore (1138—78), built upon the plan of the Latin basilica, without transepts, in the Lombard style. Splendid porch and bronze doors; striking interior, containing an antique red porphyry vase of one single block; old statues, among which that of Zeno, fisherman and bishop, who lies buried in the crypt, adorned with bas-reliefs and frescoes, and Mantegna's "Madonna" above the high-altar. S. Zeno has a beautiful Campanile in brick and marble, with a turreted spire, above a double gallery of Lombard arches, also noteworthy Cloisters. — Continuing our route, indicated by the tramway, we soon reach the corner of the Corso Cavour, where it turns s. to the Piazza delle Erbe, but before doing so, we go straight on for a visit to the Lombard Gothic Duomo, built at various periods, and having a handsome porch, guarded by the paladins Roland and Oliver; a graceful and imposing interior, decked out under the direction of Sammicheli; *Titian's "Assumption", in a chapel; the sculptured shrine of S. Agata; a remarkable octagonal font in the Baptistery; cloisters, and the ancient Biblioteca Capitolare, an important collection. The Vescovado (Bishops' Palace), near by, has a fine court and
some pictures. Cross the river by the Ponte Garibaldi
to S. Gior gio in Braida, with Moretto’s “Madonna”
and P. Veronese’s “St. George”. The neighbouring
Ponte di Pietra, which is very graceful, was
designed by Fra Giocondo.

The picturesque Piazza delle Erbe is the old Forum.
Here stand the frescoed Casa Mazzanti, while the
residence of Alb. della Scala; the Tribunal of Com-
merce, in the 14th c. the Casa dei Mercanti; an
ancient fountain; the Tribunal; the three-storied
Palazzo Maffei (Tresa); a marble pillar, with the lion
of St. Mark, erected by the Venetians in 1524, and a lofty
tower, built by Can Signorio, the ninth Scaliger. By the
side of it, a short street leads to the well-plastered Piazza
dei Signori, surrounded by the palaces of the
Scaligers, and adorned with Zannoni’s marble statue of
Dante, who, in 1316, lived here as an exile and as the
guest of Can Grande della Scala. The restored Palazzo
del Consiglio, with the old chapel of the
Scaligers, is a noble building of the 15th c., probably
the handicraft of Fra Giocondo. Through a passage
you reach the famous Tombs of the Scaligers
(Ar che d egli S cal ig eri), the most elaborate ones
being those of Can Grande (“the Great Dog”, 1329),
forming a 3-storied portal to S. Maria Antica (of Lombard origin), and of Can Signorio, in 4 stories. — The
Via S. Sebastiano runs s. from the Piazza delle Erbe,
and contains the Casa de’ Cappelletti, in which
“sweet Juliet” is supposed to have lived with her family
before Romeo upset her. But the authenticity of this
house is as doubtful as that of Juliet’s red marble tomb
in a little street off the Adige. The tomb is certainly
shown to paying tourists, but that does not make it more
genuine. The Via S. Sebastiano leads to the Arco de’
Leoni, the remnant of a Roman gate, and to the Via
S. Fermo Maggiore, with the church of the same name, a
small Gothic building in brickwork (of the 14th c.), with
a beautiful roof and the lofty bronze altar-tomb of the
Torriani. Presently you cross the Ponte della Navi
to the Palazzo Pompei alla Vittoria, built
by Sammicheli, and now the property of the town. The
pictures in the Pinacoteca (2nd floor), containing many notable examples of the Veronese school of the 15th and 16th c., is worth seeing. — Continuing the route indicated by the tramway, but bearing to the left, you arrive at the Palazzo Giusti, with a garden which affords a fine vista, and contains some antiquities, also venerable cypresses, reminding the traveller of those he may have seen in the East. Close at hand is Maria in Organo, rebuilt by Sammichelli (1481), containing Morone's frescoes. This completes our ramble at the Porta Vescovo.

Among the (40) other churches of V., I can only mention S. Anastasia, of the end of the Corso Cavour, which you may visit on the way to the Duomo (see p. 301). It is one of the most finished examples of the Gothic brick churches in N. Italy, and rich in good paintings. Notable bas-reliefs and frescoes in the Pellegrini chapel. Near this church, the picturesque S. Pietro Martiro chapel, formerly part of a convent. Its courtyard contains numerous tombs. At the gate, under a canopy, stands the lofty sarcophagus of G. da Castelbarco, the friend of the Scaligers; Ruskin describes this as "the most perfect Gothic sepulchral monument in the world".

From Verona, the line n. to Ala leads (by express in 7½ h.) to Innsbrück over the Brenner (Route 46). To the S. the express train takes nearly 2 h. to Modena (R. 29), passing ancient Mantua, in Italian Mantova, "la Grandiosa" (28,000 inh. Hotels: Ecu de France; Fenice; Aquila d'Oro. — Cabs: 1 h., 1½; 1½ h., 2 lire), a strong fortress on 2 islands formed by the Mincio, surrounded by three lakes and a marsh, which may be submerged at will. It was at one time the capital of a duchy, until confiscated by the Austrians in 1708. Under the Gonzagas, Mantua rose to great renown. Andrea Mantegna, from Padua, and Giulio Romano, who lived in the Via Roma, flourished here, as testified by their great works. Among G. Romano's masterpieces the Palazzo del Te ranks first. He shines in it as an architect, sculptor, and painter. The open loggia is beautiful; and the garden has curious features (grottoes, etc.). See also Romano's frescoes and those of his pupils in the Corte Reale, the ancient
Gonzaga palace, now partly a barrack; Mantegna's frescoes in the Castello di Corte, and Romano's frescoes, his Strozzi monument (1529), and Mantegna's pictures and grave in S. Andrea (1472), a gigantic church with façade and portico in white marble. It rises in the Piazza delle Erbe, in which there is a Dante statue (1871). Mantua was always known as the home of Virgil. A square and the Liceo have been christened after him.

We will now return to our main route, which we had left at Verona. Our train passes the lovely and lofty Villa Musella, above (964 m.) St. Martino; (105 m.) S. Bonifacio, near which Arcole reminds one of the desperate fighting here in 1796 between Napoleon and the Austrians; (113 m.) Montebello, with a handsome chateau, and then enters Vicenza (40,000 inh. Hotels: Roma; de la Ville; Stella d'Oro. — Cabs, to or from the station, 75 c.; 1 h., 1½ lira. — Tramway through the town). It is "l'Antica", indeed the Roman Vicentia, the home of A. Palladio (1518—80), who has studded it with sumptuous palaces, and it lies on the Bacchiglione, at the base of the Monti Berici, one of which is adorned with a pilgrimage church, reached through a colonnade, 2,145 ft. long, supported by 180 pillars. It has paintings by P. Veronese. On another part of the Monti Berici (½ h.), lies the famous but decaying Rotonda Palladiana of the marchesi Capra. The chief masterpieces of Palladio are the Pallazzi Valmarano, *Porto-Barbarano, Thiene, and Chiericati (now containing the Museo Civico, with pictures chiefly of the Vicenza school), the Teatro Olimpico (50 c.), completed on a Greek pattern after Palladio's death, and last, but not least, the Basilica Palladiana, opposite his Corinthian Palazzo Prefettizio (1571). The Basilica, or Palazzo della Ragione (1560), has two-storied galleries, Doric and Ionic, all round, and a great hall with a beautiful roof. Palladio's statue (1859) adorns the Piazza; Garibaldi's statue (1887) the Porta Castello. Among the churches, see the Gothic S. Corona, with a good Bellini, and S. Stefano, with a madonna of P. Vecchio.

A branch railway in 2 h. leads to Treviso (31,000 inh. Hotels: Stella; Reale), the chief town of a province, where the line to Belluno (Route 46), and that between
Venice and Udine (Route 49) meet. It is the birth-place of P. Bordone, has many picturesque houses, an unfinished Duomo (with an “Annunciation”, by Titian and other pictures), S. Nicolo (with paintings, by F. Marco and Bellini), a Monte di Pieta, with a famous Giorgione (?), etc.

Two stations beyond Vicenza, we enter

141 1/2 m. Padua, in Italian Padova (80,000 inh. Hotels: Fanti; Croce d’Oro — Restaurants: Gasparotto; Stati Uniti. — Café: Pedrocchi. — Tramway through the town. — Cabs (1 horse), from or to the station, 1 lira; per corsa, 50 c.; 1st h., 1 1/2 lira, any subsequent h., 1 lira). It is an old place, the Patavium of the Romans, on the Bacchiglione. At one time a semi-independent community, it was conquered by the Venetians in 1405, and afterwards shared the fate of their republic. The arcaded streets are mostly narrow and badly paved, but are undergoing an improvement by the clearance of porticoes. Livy (born at Mano, 6 m. to the N.) and Mantegna were natives.

Principal Attractions: Palazzo del Municipio and Palazzo della Ragione (“Il Salone”, 1172—1219), a large balconyed structure, containing a remarkable hall, adorned with some 300 allegorical frescoes. It is 267 ft. long, 89 ft. wide, and 78 ft. high, perhaps the largest hall in Europe unsupported by pillars, and contains Donatello’s wooden model of the horse in Gattamelata’s statue. — Loggia del Consiglio, by B. Ferrarese, in fine early Renaissance style. Before it, an antique column, with the lion of St. Mark. — University (80 professors; 1000 students), founded by Frederick II in 1221, the beautiful Renaissance buildings dating from 1493—1552. Handsome court by Sansovino; students’ armorial bearings on the walls. The library (200,000 v.; 3,000 MSS.) stands apart, and so does the botanic garden, the oldest in Europe (1543), with splendid specimens (“Goethe’s palm”, etc.), a museum, an extensive library, and a few good pictures of Guercino, C. Dolci, etc. — Piazza V. Emanuele, with 82 statues of celebrities, the Loggia Amulea, and the beautiful Renaissance church of S. Giustina, begun by P. G. da Brescia (1502), finished by A. Morone (1549), containing P. Veronese’s “Martyrdom of S. Giustina”, behind the high-altar, splendid choir-stalls, etc. Fine cloister.
Duomo, a building of many styles and periods, has really nothing very remarkable. — San Antonio, or Il Santo (1256—1475), the gem among the 50 Paduan churches, is a large edifice in brick, said to have been designed by N. Pisano, and crowned with 8 Byzantine domes. The interior is studded with the best work of Donatello and A. Sansovino. Beautiful bas-reliefs in bronze. A side-chapel contains the bones of St. Anthony. Rich treasury, for the inspection of which 6 lire must be paid. Donatello's bronze, equestrian *statue (1443) of E. da Narni, the Venetian captain known in the 15th c. as Gattamelata, stands in front of S. Antonio. — Museo Civico, with pictures, etc. — Eremitani ch. (restored). Pictures by A. Mantegna (some badly damaged) in a chapel. — Scuola del Santo, containing 17 frescoes, illustrating the lives of St. Anthony and other saints; many are by Titian. — Cappella Madonna dell' Arena (1303), so called because this structure, standing in a garden, reminds one of an amphitheatre. Beautiful frescoes by Giotto (1306). — Cappella di S. Giorgio (1377), with Avanzi's and Altichieri's frescoes.

Beyond Padua the Tyrolese Alps become visible to the left. The flat country is watered by many canals, some of which we cross before reaching the Lagoons at Fort Malghera, the latter being bridged by a viaduct on 222 arches and 80,000 piles, $2\frac{1}{4}$ m. long and 14 ft. high, leading to 164½ m. Venice, in Italian Venezia, in French Venise, in German Venedig (157,000 inhabitants). The ancient "bride of the sea", founded in the 5th c. by the Venetes, rises up from the Lagoons, a salt marsh of the Adriatic, which is divided into 3 large and over 100 small islands, connected by 150 narrow canals and 380 bridges, mostly of stone. The poetic description of this "glorious place", where "..... from the land we went As to a floating city — steering in,
And gliding up her streets as in dream", by the completion of the railway, has become only a "dream" itself. The approach over land, either from France, or Switzerland, or Austria, is often a necessity, yet a mistake all the same, to the detriment of the traveller keen after the picturesque. The one satisfactory mode of nearing Venice, the sole way to realise the singular beauty of its position,
VIEW OF VENICE: CANAL GRANDE
is by the path over the sea. Nothing can well equal the magnificent spectacle which awaits the traveller on a fine summer morning, before he arrives by the Trieste steamer. On the one hand, the Lagoon City and its countless waterways, covered with sun-basked palaces and craft, on the other, the grand chain of the Alps, lining the unblemished horizon.

The rise in the power of Venice coincides with the formation of a mighty aristocratic commonwealth. The office of doge (from "dux", a ruler) originated in the 7th c. At first an independent magistrate, he became the mere puppet of the patricians after the downfall of Marino Faliero (1355), who tried to do without them. In the same century occurs the great struggle for supremacy with Genoa, ending in the victory of the Venetians. The 15th c. marks the apogee of their power. Their fleets are everywhere. They have many possessions in Italy. Dalmatia belongs to them like Cyprus. In the world of arts, as in that of letters and science, they stand unrivalled. The Venetian school of painting owed its existence to Mantegna's brother-in-law G. Bellini. His most famous pupils were J. Palma (Vecchio), Barbarella ("Giorgione"), and Titian. Next come Seb. del Piombo, Pordenone, P. Bordone, Robusti ("Tintoretto"), P. Cagliari ("Veronese"), Bassano. Tiepolo and Canale ("Canaletto"), whose Venetian pictures are so well known, close this series of brilliant magicians in colour.

In architecture, the Byzantine style, which had been imported from the E., was superseded by the Renaissance with the Lombardi and J. Sansovino from Firenze, A. Palladio, Scamozzi, and Longhena. The most celebrated sculptors were Leopardo, Donatello, and Vittoria. During the 16th and 17th c. the Venetians still battle for Europe and Christendom against the Turks, but it becomes a losing game, and gradually the great power crumbles away. Bonaparte only conquers a shadow. L. Manin is the last doge. His namesake in 1848 attempts to resuscitate for a while the past glories of the commonwealth in a new one, but has to submit to Radetzky, after a heroic siege of many months. Liberty at last comes in 1866, but not prosperity, nor life. The present V. makes the thoughtful traveller inexpressibly sad. It is like a modernised tomb, the burial-place of a resplendent past, irrevocably departed — churches delapidated, palaces abandoned, withered, or degraded into second-rate shops, filled
with inferior "Venetian glass" or "antiquities", sold by the bushel — to the unwary! The whole place is "so coldly sweet, so deadly fair", that we leave it, convinced like Byron was of Greece that "soul is wanting there". Comp. Havard's "Amsterdam et Venise", a striking parallel; Ruskin's "Stones of V."; Hare's "Venice"; Howell's "Venetian Life", 2 v.; Yriarte, "Venice" (transl.); Freeman's "Sketches".

Hotels: Victoria, central, well managed, quiet, and reasonable; *Danieli, with dépendance; Britannia; Grand; d'Italie; de Rome; de l'Europe; Monaco; Bellevue; Luna; d'Angleterre; Sandwirth. — Pensions, numerous and good. — Restaurants and Cafés: Bauer; Quadri; Florian; Svizzero. Also at the hotels, at the railway station, on the Lido, etc. The best known and most frequented cafes are in the Piazza S. Marco; especially of an evening they are brilliantly crowded (often music). Beware of the mosquitoes, in summer almost as troublesome at V. as the beggars and the ciceroni, but in the hotels you can at least guard against the former by the curtains ("zanzarieri"), which demand.

Gondolas ("gondole" or "barche"), long and narrow boats, pointed and curved at both ends, and usually black (it is said consequent upon a decree against luxury), form the ordinary, indeed often the only means of transit in V. Each has a number, Avoid all unnumbered craft. They are propelled by one or two standing rowers (gondoliers). For short trips bargain, if you know the lingo. For longer excursions all' ora (by your watch!) is better (1 lira the first h., 50 c. each subsequent h.; a higher tariff after dark). Within the town limits one rower is sufficient. The tariff includes the isole Murano, Lido, and S. Lazzaro. A bottiglia is absolutely de rigueur. The principal hotels have their own gondole; these are roomier, and better, but also dearer. In arriving by rail or steamer, the best plan is to give yourself up to the gondola of the hotel you have selected. The modern gondoliers have lost much of their supposed poetry, and most of their songs are only prompted by special mancie, but their cries are peculiar, and the skill with which they manage their skiffs is marvellous. Their faithful allies are the hookmen, who stand, hook in hand, at nearly every landing-place, ready to hook
your gondola for a soldo or two, whenever you wish to get ashore. Some of the hookers and hooks are highly picturesque, if dirty. — Little Steamers (vaporetti) have been competing with the gondolas for some time past. They run up and down the Canal Grande, as far as the Central railway station, and along the quays to the Giardini Pubblici. They stop at more than a dozen piers about every ¼ h. Fares, 10 c.; Su., 15 c.— Ferries (traghetti) at different points. — Cabs are not seen, nor would they be of much use in the narrow and ill-paved calli (lanes) of V. — Post-Office, near the Merceria (situation not very central). — Guides (5—12 lire a day) are not necessary, but will be found useful, if you are limited in your time, and do not want to waste any in looking about you for sights, or fighting beggars. Of course you will avoid the shops recommended by them or by the gondoliers. — Photographs at Salviati’s, P. San Marco. They are excellent, as our illustrations show, and very reasonable.

British V.-Consul. American Consul and Vice-Consul. — English Church and Scottish, P. San Marco.

Principal Attractions. I have known a man to spend his holidays continually on a Rhine steamer between Bonn and Mayence, going up one day, and down again the next. In the same way, I could well imagine a restful and contemplative traveller going to Venice, and passing his mornings in a gondola, his evenings in the Piazza di S. Marco. But the majority of tourists are neither restful nor contemplative, and I am afraid that majority would soon get tired of so much toujours perdrix. Yet, for a while, such a daily menu would be highly delectable. Nothing could be more charming than a gondola cruise, without further aim than the whim of the moment. Onward we glide by the silent palaces of the Canal Grande, under the venerable arches of the fruit-laden and flower-scented Rialto, or along the flat shores of innumerable Lagoon islands, if not of the gay Lido. At last we find ourselves „hooked” again on the familiar Riva degli Schiavone, beloved haunt of all Venetians fair and foul, and saunter over the Molo and the Piazzetta.
into the arcaded square of S. Marco, until we reach Florian. Here we sit down and muse, with yonder great façades of Cathedral and palaces gazing at us, until startled by the rough voice of a cameriere.... Ah me! Real life is less enchanting than that, and here I discover myself "at it" again, piloting my voyagers through the wildernesses of la bella Venezia! Well, ladies and gentlemen, whence shall we start? No matter! We are in one of the narrow and badly paved, yet picturesque, calli that lead into the Piazza di S. Marco from the W. This magnificent and unique square, paved with flags, measures 576 ft. in length, its greatest width being 269 ft. On our left we see the Procuratie Vecchie of P. Lombardo, B. Buon, a. G. Bergamasco (1496—1520); on our right, the Procuratie Nuove, designed by Sansovino, and partly built by Scamozzi (1584). Both have long arcades, filled with cafés and shops. Among the latter, a few are kept by sellers of food for the far-famed pigeons that inhabit the Piazza and its surroundings since time immemorial. They are fed by all visitors and yet, when from the Torre dell' Orologio, the old clock-tower of Lombardi (1494—1859), at the e. end of the Procuratie V., which gives access to the quaint Merceria, the giants boom forth the hour of two, they come fluttering in their hundreds to partake of their official meal! These Procuratie were the residence of the procurators (churchwardens) of St. Mark, who held great power, and from whose ranks the doges were usually chosen. The P. N. were transformed into a royal palace and now, with the adjoining Libreria Vecchia (a noble building, although the product of different architects' styles), constitute the Palazzo Reale. Unfortunately, in the course of the transformation, Sansovino's S. Geminiano church was pulled down. The Palazzo Reale (open daily) contains a suite of apartments and the great *hall of the old library, intact, though stripped of all its books. The *ceiling has numerous paintings by the best V. artists. Magnificent staircase and hall by Sansovino. Outside, on the Piazzetta, two columns of granite stand out against the Italian sky; the one nearest to the Palazzo R. bears
St. Theodore, patron saint of old V., mounted on a crocodile, the other, the winged lion of St. Mark (restored). Further back, towards the square, rises the Campanile di S. Marco, begun in 888, completed in 1155, and partly rebuilt at a later period. Is is 323 ft. high. From the belfry (15 c.), surmounted by a pyramid and an angel 16 ft. high, the view is extensive and glorious. Sansovino's Loggia (1540), at the foot of the Campanile, contains his 4 bronze statues of Pallas, Apollo, Mercury, and Peace, also a Madonna in gilded terra-cotta, besides some basreliefs. Note Gai's bronze gate (1750.) — The cathedral of *San Marco, formerly the chapel of the adjoining Doges' Palace (Palazzo Ducale), fills a considerable portion of the e. side of the Piazza. Originally Romanesque (10th c.), it was made partly Byzantine afterwards, and again Gothic in the 15th c. The effect of these changes is somewhat incongruous, yet striking and effective. It owes its name to the patron saint of V., San Marco, whose remains were brought hither from Alexandria in 828. The façade, with its ten arches, its pinnacles, and domes, and mosaics is very impressive. Over the central porch stand the 4 bronze horses, masterworks of unknown Orientals. Doge Dandolo brought them from Constantinople in 1204; Napoleon took them away in 1797, but back they trotted in 1815. Note the bronze doors and the magnificent mosaics inside, which everywhere cover the walls. Galleries facilitate the inspection of the upper ones. The interior, in the form of a Greek cross, is entered through a vestibule adorned with mosaics, 8 marble columns from Constantinople, and sculptures. In the mosaic pavement, marble slabs mark the spot where pope Alexander III and the emperor F. Barbarossa stood reconciled (1117). Beautiful *font, with antique reliefs. On the roodloft, 14 statues of the apostles, St. Mark, and Maria (1393). Mosaics by Tintoretto above. In the transept on the left, two magnificent bronze candelabra (1520) and a Renaissance altar. Rich Treas ury on the right (25 c.). Sansovino's bronze altarellevi in the choir. *High-altar under a baldachino on marble columns, with Sansovino's statues of the Evangelists and Cagliari's doctors of the church. Relics of St. Mark in 2 coffins underneath. Behind, two
altar fronts, one always covered, the Palad'Oro, containing 83 panels in 2 rows of bejewelled Byzantine silver-work. A second altar, under a canopy resting on 4 alabaster columns, holds Sansovino's bas-reliefs. His bronze door (the work of 20 years!) leads into the Sacristy. Battistero, with doge Dandolo's monument, richly sculptured. Zeno's Chapel, containing cardinal Zeno's tomb by Lombardo and Leopardi. The Crypts, for a long time submerged, have lately become again accessible. Altogether, extensive repairs have been going on in the interior. See Manin's sarcophagus outside the church, in the Piazza de Leoni. On the s. side of S. Marco la pietra del bando is shown, a broken porphyry column from which the laws of the republic used to be proclaimed. Note also 2 quadrangular pillars and 4 full-length crowned figures in red porphyry (origin unknown). — The Doges' Palace (Palazzo Ducale), still in course of extensive restoration, is accessible every day, free on Sundays, and otherwise by ticket (1.20 lira, incl. the dungeons). Each ticket is divided into 4 parts, which enables the holder to interrupt his visit one day, and continue it the next. Founded in 800, the palace has been destroyed by fire four times, many priceless pictures perishing in 1574 and 1577. It is an irregular square, terminating towards the Piazzetta and the quay in a double arcade. Gothic façade by G. and B. Buon (1424—42). Renaissance façade by Rizzo, towards the sea.

You enter from the Piazzetta through the Porta de la Carta, where the decrees of V. were exhibited (sentences of death were announced from the contiguous Loggia). Across the spacious courtyard (15th c.), adorned with two bronze cisterns of the 16th c., approach the Scala dei Giganti, facing Rizzo's "Adam" and "Eve", and leading by the side of his graceful façade, in which a window shows S. Pellico's prison in 1822, to Sansovino's colossal statues of Mars and Neptune. They gave their name to the Giants' Stairs, at the head of which the doges used to be crowned, and seem to guard the entrance to Sansovino's Scala d'Oro (1577), formerly accessible for the nobili alone. In the interior, view the Sala del Maggior Consiglio
(Council Chamber), ornamented with the portraits of 76 doges, also with the magnificent, enormous, historical paintings of P. Veronese, Bassano, Palma Giovane, and Tintoretto. It gives access to the Sala dello Scrutino, with the portraits of the 39 last doges and doge Morosini's monument; the Library, rich in valuable MSS. and miniatures; and the Archæological Museum, filled with Greek and Roman antiquities, captured by the Venetians. Above these halls, inspect the Sala della Bussola, showing the famous bocca di leone, receptacle for secret denunciations; the Sala dei Dieci, the chamber of the Council of Ten; the Sala delle Quattro Porte, and other rooms, all beautifully ornamented, and filled with the masterworks of Venetian painters. The infamous Piombi, prisons under the roof (described by Casanova), in which prisoners were slowly roasted to death, are not now shown, but access is given to the far-famed Ponte dei Sospiri, which led to the dungeons on the other side of the Rio della Paglia, which separates the Doges' Palace from the Carceri. That single-arched bridge, best seen from the end of the Molo, was built by Da Ponte in 1597, and rises 33 ft. above the water. The sighing prisoners were taken across it to be beheaded, near the Pozzi or cellar-dungeons (shown), in one of which Byron is said to have passed a night in the cheering company of numberless rats. After the execution, the bodies were thrown into the canal. The façade of the Palazzo Ducale towards the Rio della Paglia is very fine. — On the quay stands Sansovino's Zecca (Mint), now the Chamber of commerce. Sequins were coined there. — Canal Grande, 2½ m. long and 300 ft. wide; it divides the main islands by a huge, inverted S. The best way to see it is, of course, in a gondola. The gondolier will tell you all about the palaces, their former and present owners, etc. The pali (piles) exhibit the colours of the proprietors. Some of the principal buildings are noted as under, commencing at the Punta della Salute.

Left. Dogana di Mare. — S. Maria della Salute, built after the pestilence of 1630, when 60,000 inh. died, from Longhena's designs. It is octagonal. Sculptures paintings (by
Titian, etc.); Sansovino’s tomb in the oratory. — P all azzo Diario, Venier, Da Mula (14th c.), Ziche, Manzoni, (by Lombardi), where the great Browning lived and died (1890).

Right. Palazzi Giustini an i (15th c.; now an inn), Emo (17th c.), Tiepolo (now an inn), Contarini (15th c.), Ferro (15th c.; now an inn), *Corner della Ca Grande by Sansovino (1532; now the Prefecture), House of Titian, Palazzi Barbaro (14th c.), Cavalli (15th c.).

Left. Accademia delle Belle Arti (open daily, 1 lira), in the ancient Con vent seuola (S. Maria della Carita). The academy is on the ground-floor, the Pinacoteca or picture-gallery, filled with Venetian masters, on the first-floor. The Sala dell’ Assunta contains the best paintings: *Titian’s "Assumption of the Virgin" (1516; perhaps his finest work), *Bellini’s "Holy Family", several Tintorettos, P. Veroneses, etc. There are many other Titians (*Presentation of the Virgin", etc.), Mantegnas (*St. George"), Bellinis (*Madonna", etc.).


Left. Palazzi Gambaro, Contarini (2; 15th a. 16th c.), *Rezzonico (17th—18th c.), Giustini an i, *Foscari (15th c.), Balbi, Grimani, Tiepolo.

Right. Palazzi Grassi, Moro, Contarini delle Figure (16th c.), Moncenigo (3; Byron lived in the middle one), Garzoni (15th c.).


Right. Palazzi Corner-Spinelli, Grimani (by M. Sammicheli; 16th c.; now the Appeal Court), *Farsetti (formerly P. Dandolo, now the Municipio), Lore dan (once the residence of Lusignan, king of Cyprus, now part of the Municipio), Dandolo (once the residence of the famous doge). Bembo (14th c.), Manin (now the National Bank; façade by Sansovino).

*Ponte di Rialto, built in 1588–91 by A. da Ponte in one single arch of marble (span of 91 ft.), upon 12,000 elm piles. Shops line the middle passage. For a long time, the Rialto was the only means of communication between the islands of Rialto and S. Marco, as it was also the centre of business.

Left. Palazzo de’ Camerlenghi (16th c., by Bergamasco), Fruit and Fish Market, Monte di Pieta, (formerly Pal. Corner della Regina (C. Cornaro), Palazzi Pesaro (17th c., by Longhena), Tron, Battagia.

Right. Fondaco de’ Tedeschi (at one time the guildhall of the German merchants, covered with frescoes by Titian and Giorgione, now a dogana), Corte del Remer, Palazzi Mangilly, Michiel, Sagredo, *Ca d’Oro (14th c.; beautiful façade), Palazzi Grimani (16th c.), Erizzo (15th c.), *Vendramin-Calergi (16th c.; a beautiful palace, not always shown, even for a fee; R.
Wagner died here in 1883), *Gli Scalzi* (the old church of the Barefooted Friars, containing Manir's tomb and a *madonna of Bellini); railway station

Left. *Fondaco de' Turchi* (the former factory and inn of the Turkish merchants; built in the Byzantine style; now the *Municipal Museum*, containing antiquities, pictures, etc.); restored in 1869); *Papadopoli Garden*.

Most of the private palaces worth seeing, like the Papadopoli, may be visited by permit to be obtained beforehand. — The *Arsenal* (open on week-days) is a highly picturesque building, with a *gate* (1460), four antique lions brought from Greece, and interesting antiquities, including the vessel *Bucentoro*, from which the doge used to throw his ring into the Adriatic every Ascension Day (marriage of the Adriatic). — Among the churches, not already mentioned, I can only notice the following. They are always open in the forenoon. S. *Giorgio Maggiore*, on an island facing the Piazzetta, begun by Palladio (1560), finished by Scamozzi (1575). Beautiful stalls. Pictures by Tintoretto, Bassano, etc. Bronze *group* by G. Campagna over the high-altar. *Campanile* (finest view over Venice). — *Redentore*, on the island of Giudecca (by Palladio, 1576). Pictures of Venetian masters. Statues by G. Campagna. — S. *Sebastiano*, on the other side of the *Canal della Giudecca*, which separates the island of Giudecca from that of Rialto. Built by Castiglione (1506), restored in 1877. Façade attributed to Sansovino. It contains P. Veronese's tomb, and is filled with that master's *paintings*. See Sansovino's *Podacataro monument*. — *S. Maria Gloriosa dei Frari* (13th—14th c.), a fine Gothic church n. of the *Canal Grande*, designed by N. Pisano, studded with pictures by Bellini and other V. masters, and various monuments. Among the latter, observe the Zandoneneghi's modern *Titian monument* (1853), with the maestro's statue and near his professed grave; Gothic tomb of Duccio degli Alberti; Rizzo's monuments of the doges F. Foscari and N. Tron, in a chapel, both elaborate, and ornamented with many statues; Lombardi's *Orsini monument*; *Miani monument*; *Pesaro monument* in the *Pesaro family chapel*, with Titian's *altar-piece* of "quite unfathomable beauty", for which he only
received 102 ducats; Barthel’s doge Pesaro monument, huge but tasteless (1669); Canova monument, a poor imitation of his own famous one at Vienna. Canova’s heart alone is at V. Note the *choir-stalls, richly sculptured, and Sansovino’s statue of St. John the Baptist. The old Frari convent now contains the enormous V. Archives in 300 rooms. — San Rocco, close to the Archives and to the *Scuola di S. Rocco, belonging to the old fraternity of that name. It was built in the 16th c., has a fine façade, statues by Campagna, and 52 paintings by Tintoretto, including his “Crucifixion” (his finest perhaps). There are also several Tintorettos in the church. The master worked here 18 years under the protection of the brotherhood. — Madonna dell’ Orto. Façade. Pictures. — S. Caterina. Pictures (Veronese). — *Gesuiti (18th c.), rich in marble. Good Titian. — S. Maria Formosa. Pictures (*Palma Vecchio). Near it, the picturesque Porta del Paradiso. — S. Giovanni e Paolo (1240—1430), the Gothic church of the doges, e. of the Rialto, popularly known as S. Zanipolo. Many doges lie buried here under gorgeous monuments, like Leopardo’s *Vendramin tomb, Morosini’s tomb, Cornaro’s tomb, T. Lombardo’s Mocenigo tomb, etc. Numerous pictures. The best ones, however, including Titian’s “S. Pietro Martire”, Bellini’s „Madonna”, etc. perished in the fire of 1867. General Colleoni’s equestrian statue, designed by Verrocchio, cast by A. Leopardo (1495), stands in front of the church in the square, the n. side of which is formed by M. Lombardo’s *Scuola di S. Marco (15th c.), with a rich façade, beautiful carvings, etc. It is now a hospital. — S. Maria dei Miracoli (15th c.), by P. Lombardo, in rich marble. — Visit the Giardini Pubblici, containing a café and Garibaldi’s statue, also the Lido, famous through Byron, whose memories likewise haunt the isle of S. Lazzaro, where he studied Armenian in the rich *Armenian convent, readily shown to visitors. The Lido is strongly fortified. Large bathing establishment, restaurant, music. — Excursion to Murano, an island of 5,000 inhabitants, that chiefly live on glass — the far-famed Venetian. Many great artists in the factories; these are shown,
but not the art which dates from many centuries back. Murano has a noteworthy Duomo (S. Donato), a museum, etc. — The islands of Mazzorbo and Burano, a centre of lace-making, are also worth visiting, like Chioggia, the old island-town, where the final struggle between the Genoese and the Venetians took place in 1379. From Venice, Trieste is reached by express train in 6 h., and Vienna in 17 h. ( Routes 49—48).

Twenty-ninth Route.

FROM MILAN TO FLORENCE (via Bologna).

(217 miles in 7 h., by express. Rete Adriatico).

The country traversed is marshy. Numerous canals. At (5 m.) Rogoredo the line to Pavia (p. 275) branches off. Near Melegnano, Francis I vanquished the Swiss in 1515, and Napoleon III the Austrians in 1859.

(21 m.) Lodi (20,000 inh. Hotels: Sole; Gambero), on the Adda, where Napoleon I defeated the Austrians in 1796. Duomo. Bramante's Incoronato Church. (25 m.) Codogno, junction for Pavia and Cremona, distant 1 h.

Cremona (31,085 inh. Hotels: Italia; Sole d'Oro; Reale), of Roman origin, is a very old place, which owes its fame principally to the musical instrument makers that flourished here in the quaint houses of the Piazza Grande. Certain families (Amati, Stradivarius, Guarnieri) were supposed to work a secret. Certain it is that their violins, lutes, etc. could never be equalled afterwards. Among the churches of C. worth seeing are the Gothic Duomo (12th—15th c.), S. Agostino (with a *madonna of Perugino), S. Luca, and S. Pietro. See the Palazzo Pubblico (13th c.), standing on arches, the Palazzo Reale, a museum (pictures, antiquities, etc.), the brick belfry Torrazzo (13th c.), 390 ft. high, and (1 m. away) S. Sigismondo (15th c.), a remarkable church, containing 12 chapels, the whole crowded with the paintings of the fratelli Campi, who created a school of their own. Beyond C., the railway goes on to Mantua (p. 303).

43 m. Piacenza (35,000 inh. Hotel: S. Marco), the
Roman Placentia, a fortress on the Via Emilia and Po. It has a Duomo (12th—13th c.), with Guercino's and Carracci's frescoes, and the Gothic Palazzo del Comune (13th c.), in the Piazza Cavalli, adorned with Mocchi's colossal equestrian statues of two dukes Farnese. Raphael painted his Sistine madonna in and for the S. Sisto church. The once magnificent Farnese palace is now a barrack. The railway traverses the Emilia, following the Via Emilia, the military road constructed by M. Æmilius Lepidus. Borgo S. Donnino has a fine cathedral.

79 m. Parma (44,000 inh. Hotels: Centrale; Posta; Italia. — Café: Risorgimento. — Cabs: to or from the station, 1 lira; w. 2 horses, 1.60 or 2 lire. — Post-Office, Piazza della Prefettura. — Tramway through the town). It was the capital of a duchy, the Papal apanage of the Farneses, which the Italians abolished in 1860. The Via Emilia runs through it, also the river Parma. It is fortified and has an old citadel. A. Allegri ("Correggio") lived and worked here (statue, 1870).

Principal Attractions. *Duomo in the Lombard Roman style (11th—13th c.). White marble Baptistery by B. Antelami. Correggio's frescoes on the cupola of the duomo have suffered through damp. He and his pupil Parmeggiano have also adorned the cupola of S. Giov. Evangelista (1510). — Madonna della Steccata (1521—39), with Parmeggiano's frescoes, and the Farnese tombs. His statue outside. — Palazzo Ducale (Farnese), now the Prefettura, on a piazza, with V. Emanuele's statue. — Palazzo della Pilotta (16th c.), left unfinished. It now holds a museum (daily, 1 lira), containing antiquities and notable pictures (three *madonnas by Correggio), also Canova's marble statue of Maria Louisa, duchess of P. in 1814. — Teatro Farnese (adjoining), built by Alleotti (17th c.), and restored. — Convento di S. Paolo (Correggio's frescoes). — Palazzo del Giardino (with Carracci's frescoes) in the public garden. — University (1549), with 50 professors and 200 students.

We pass Reggio, the birth-place of Ariosto, and then reach (112 m.) Modena (58,000 inh. Hotels: S. Marco;
Reale. — Cabs: 70 c. per corsa, 1.10 lira per h.), divided by the Via Emilia into the old and new city, is the Roman Mutina, the capital of the Este duchy, annexed to Italy in 1860. The fortifications have been turned into boulevards. It has the Palazzo Reale, once the residence of the Este, containing a picture-gallery (Corregio, D. Dossi, Tintoretto, Giorgione, etc.), a library, etc. The Roman Duomo (11th c.), built at the instance of the famous countess Matilda, has a rich façade, a leaning tower 315 ft. high, called the "Ghirlandina", and G. Romano's tomb.

135 m Bologna (137,000 inh. Hotels: *Brun, with Engl. Ch. serv.; d'Italie; d'Europe; Pellegrino; Aquila Nera. — Restaurants: Belle Venezia; Stelloni. — Cafés: della Piazza; Commercio. — Cabs (fiacri), to or from the station, 1 lira; the corsa, 75 c.; ½ h., 100 c.; 1 h., 1.75 lira. Higher fares after dark. — Tramway through the town. — Post-Office, Pal Comunale. — Theatres: Comunale (in winter); del Corso; Contavalli. — American Consul), a walled town, with 12 gates, on the Via Emilia, at the foot of the Apennines, the Etruscan Felsina, the Roman Bononia, a free city under Charlemagne, afterwards Papal and Austrian until 1860. B. is the home of the Carraccis, who founded the Bolognese school of painting (16th—17th c.), from which Guido Reni, Domenichino, and Albano, all natives, sprang. Guercino was born at Cento, on the road to Ferrara, and Rossini, born at Pesaro, lived here in 1836—47. B. was also the home of the Bentivoglio family and of Galvani. Eight popes were born here, among whom Benedict XIV.

Principal Attractions. The general aspect of B. is both venerable, in the old parts, and highly picturesque. The old palaces and churches, often in narrow streets, lend it an air of suave dignity, and the many arcades and porches a romantic quaintness all its own. From the Central station, past the Giardino Pubblico Montagnola, a hillock laid out as a popular park, the Via dell' Indipendenza leads straight to the Piazza del Nettuno and to the adjoining Piazza V. Emanuele, the heart of the town. The latter, the old Forum, has a statue of the late king; the former, G. da Bologna's *Neptune fountain (16th c.), which has lent
its name to the square. In it stands the Palazzo Comunale (13th c.; restored in 1888), with Bramante's staircase, frescoed rooms, and galleries, Hercules' room, containing A. Lombardi's statue of Hercules, etc. — The Town-hall, formerly the Palazzo del Podestà where Enzio, the emperor's son, loved and died a prisoner, faces the Pal. Comunale; it dates from the 13th c., Fioravanti's façade from the 15th c. It contains the archives and adjoins Vignola's Portico de' Banchi, a long arcade of shops running past A. Vincenzi's unfinished red brick S. Petronio Church, the largest in B., in the Gothic style of the 14th c. J. della Quercia's doorways are fine. The interior is full of works of art. Among the (100) other churches, I mention the following: Duomo (S. Pietro), with Carracci's "Annunciation." S. Stefano, probably standing on the spot of an old Roman temple, a curious cluster of 7 buildings from various epochs; one (S. Sepolcro) has the tomb of S. Petronio. S. Domenico (12th c.; rest. 18th c.), containing *S. Domenico's monument, with sculptures by the pupils of N. Pisano, an angel by M. Angelo, etc.; king Enzio's and Guido's tombs; beautiful choir-stalls; G. Reni's "Saints", a.o. pictures. S. Dominic was the father of the Inquisition. The square is adorned with the saint's statue, on a red-brick column (1623), Conventi's marble one, supporting the "madonna del Rosario", and two ancient sarcophagi (13th c.). S. Giacomo Maggiore (13th c.; enl. 1497) has a beautiful portico and, in the interior, J. della Quercia's *Bentivoglio monument. The many excellent pictures include I. da Immola's "Marriage of S. Catarina" (1336) and F. Francia's "Virgin" (1449), two famous bits of old can- vass. S. Cecilia, with frescoes of L. Costa and his pupils, also good paintings by F. Francia, belongs to it. — Near the Gothic Palazzo della Mercanzia, you find the two notorious leaning towers, Asinelli's Torre Asinelli (12th c.) and the Garisenda (12th c.), built by the fratelli of that name, the former 161 ft. high, the latter measuring nearly 300 ft., and having an intentional inclination over 8 feet. It is, in fact, the only tower of which it is known that the architect had
a strong leaning in that direction. — Among the private palaces, see the Palazzo Sampieri (50 c.) in the Via Maggiore, beside the Casa Rossini, covered with L. inscriptions. The former has the Hercules frescoes by the Carracci and Guercino. Other Carracci frescoes in the Palazzo Fava. In the Via S. Stefano are several fine palaces, containing wall-paintings by B. artists. The finest, perhaps, is the Palazzo Bevilacqua-Vincenzi, in the Via d'Azeglio, attributed to Bramantino. Two fine gateways lead into a colonnaded court. The original palace of the Bentivoglios was destroyed in 1507.

The former Jesuits' College now holds the *Accademia delle Belle Arti, including a valuable picture-gallery, rich in Guidos and other paintings of the B. school, containing also *Raphael's "Santa Cecilia", a famous work. — Near it, the University, supposed to be the oldest in Europe; probably not so ancient as 425, but dating from the 11th c. as a law-school. In 1888 the 8th centenary was celebrated with great pomp. In the 13th c. this university was probably at the zenith of its fame, 10,000 students then receiving instruction. Galvani was a professor here. Its students now number about 1,500. It has important collections, Francia's frescoes and a great library (100,000 v.; 6,000 MSS.). — Visit the Giardini Margherita (music), the venerable Campo Santo, in the former Certosa (1335), on the site of an Estruscan cemetery (many monuments), and the pilgrims' church of Madonna di S. Luca (1739), on the Monte della Guardia (steam tramway to the base).

Excursions to Ferrara (about 1 h.'s rail from Bologna, on the line to Padua (p. 305), and to Ravenna. From Ferrara to Ravenna, about 2 h.'s rail.

Ferrara (76,000 inh. Hotels: Stella d'Oro; de l'Europe; Tre Corone), an old fortified city in the marshy Po delta, is principally known and visited on account of its historical, artistical, and literary associations (Tasso, Ariosto) under the Este family, when it was at one time very prosperous (100,000 inh.). F. came to the Estes in the 12th c., and to the pope in 1598. Guarini and Savonarola were natives. The native school of painters (D. Dossi, Garofalo, etc.) has filled the cathedral and
the numerous churches with its pictures. The Duomo has a beautiful façade and campanile, San Francesco (15th c.), the Este tombs. — Museo Civico (with many good pictures of the Ferrara school), in the Palazzo de' Diamanti (1567), the finest of four palaces at the junction of the two principal streets. — Ariosto's house, belonging to the town, contains a few souvenirs. His statue (on an old column) adorns the Piazza Ariosto; his supposed prison is shown in the S. Anna hospital. — The Castello (14th—15th c.), now the Municipio, has the dungeons in one of which Parisina was beheaded (Byron's poem). Near it, Savonarola's monument. — The University (1264), now having but few students, contains a rich library (100,000 v.; 1,000 MSS., among which Guarini's "Pastor Fido", Tasso's "Gerusalemme", and Ariosto's "Rolando"), antiquities, coins, etc.

Ravenna (62,000 inh. in the commune. Hotels: *Byron, in the Palazzo Rasponi, where Byron lived in 1819—21; Spada d'Oro; S. Marco. — Cabs: per corsa, 1 lira; per h., 1.70; w. 2 horses, 1½ or 2½ lira), a walled town and port in the Romagna, separated from the sea by a pine forest sung by Boccaccio, Dante, and Byron. The Roman Classis, its suburban port, was possibly a Greek settlement. For 350 years it was the capital of Italy after the break-up of the Roman empire, and reached its greatest power under Theodoric (493—526). It became successively the capital of the Byzantine exarchs, a possession of the Lombards, and of the popes until 1866, after having been a republic in the 13th c., a conquest of Venice, and a duchy. So many different masters have left their serious imprint upon one of the most interesting towns of Italy. It is, indeed, called the Pompei of the 5th and 6th c., now connected with the Adriatic by the Corsini canal. R. has six churches from the period of Galla Placidia (5th c.), the sister of Honorius.

SS. Nazario e Celso contains her mausoleum and that of her brother Honorius. This church and the principal others have magnificent mosaics. The oldest are in the baptistery of the Duomo (S. Orso), rebuilt in the 18th c., and containing the *ivory chair of St. Maximian (5th c.). The finest mosaics are, perhaps,
those in S. Apollinare Nuovo, built by Theodosius for the Aryans in the 6th c. The same church is adorned with 24 marble columns from Constantinople. — S. Vittale, an octagon church of the 6th c., was Charlemagne's model for the cathedral at Aix-la-Chapelle. — Theodoric's circular mausoleum, built by his daughter Amalasuntha in the 6th c., lies near the Porta Serrata in the Rotonda, a cupola made of one block of stone, weighing 10,000 cwts. Of Theodoric's palace only a wall remains. — Dante, who died at R. in 1321, has his mausoleum near S. Francesco. It owes its present shape to the Venetians (1492), who also erected a small portico and the two granite columns, with statues of S. Apollinaris and Vitalis, in the Piazza V. Emanuele. — Rich collection of antiquities and of pictures in the Accademia delle Belle Arti (75 c.). — See also S. Maria in Porto Fuori (old frescoes), and the beautiful basilica of S. Apollinare in Classe (6th c., rebuilt in 1779), occupying, near the ancient Classis, the site of an Apollo temple. The interior has superb mosaics and 129 portraits of archbishops and bishops of R. The crypt (often submerged) holds the tomb of St. Apollinaris. See "Scribner", July, '92.

1¾ h.'s rail beyond Ravenna, on the trunk line from Bologna to the S. along the e. coast, lies Rimini (37,000 inh. in the commune. Hotels: della Posta; Aquila), forever associated with the name of Francesca di R., whose tragic fate has been made familiar by Dante's "Inferno", S. Pellico's tragedy, Leigh Hunt's poem, and Ary Scheffer's picture. She was the daughter of Guido da Polenta, ruler of Ravenna, loved not wisely but too well, and suffered death with her lover. This tragic story forms but an episode in the terrible annals of the Malatesta family (1237-1503) that dominated R., until the Venetians bought the town and the pope took it (1528). Sigismondo was, perhaps, the worst and the best Malatesta. His church, the cathedral, is in splendid Renaissance. It contains the Malatesta tombs. The Malatesta palace is now a prison. R. is the Ariminum of the Romans, who have left the Porta Romana (46 ft. high) and a 5-arched, white, marble bridge, 236 ft. long, the so-called
Ponte d'Augusto. In the Piazza G. Cesare a stone is shown on which Cæsar is supposed to have harangued his troops after passing the Rubicon. Francesca's house has long since disappeared. Pictures by Veronese in S. Giuliano, and a Guercino in S. Girolamo. R. is now a watering-place.

The trunk line above-mentioned, in the direction of Bologna, passes Faenza, where faience is said to have originated, and, in the direction of Otranto, where it ends, Rimini: Pesaro, the old Pisaurum, birth-place of Rossini, (p. 321), close to Urbino (in the mountains), where Raphael Santi was born in 1483; Falconara, junction for Rome; Ancona (48,000 inh. in the commune. Hotels: della Pace; Vittoria; Europa. — Engl. Vice-Consul; American Consul), a military port, the Greek Ancon, on two hills, with Trajan's Arch, and the Byzantine Cathedral (near a temple of Venus), crowning a height; Loreto, a famous pilgrims' resort, with the beautiful and richly decorated Chiesa della Casa Santa on a hill, the casa santa being Jesus' house at Nazareth, mysteriously conveyed hither by angels; Castellamare, junction for Terni and Rome; Termoli, junction for Benevento, the ancient Beneventum, on the Via Appia, having Trajan's magnificent triumphal arch; Foggia, junction for Naples (Route 31); Barletta; Bari; and Brindisi (14,000 inh. Hotels: Oriental; Grand; de l'Europe. — British Consul. — Engl. Ch. s e r v.), the ancient Brundusium, on the Via Appia, now a sheltered and well-managed harbour, where the mails embark and disembark on their way to and from the distant East, and a busy station for steamers along the coast, to Corfu, Patras, etc. (See Route 50).

After this long digression, let us go back to the main route, which we had left at Bologna. The railway runs through very picturesque country, gradually rising to Pracchia, the highest point in the Apennines, by means of tunnels (22), galleries, and bridges or viaducts. Very long tunnel (2,980 yards) beyond Pracchia. At Piteccio we begin to see the beautiful plain of Toscana, to which our train rapidly descends through 18 tunnels and over the grand viaduct of Piteccio (18 arches). Soon we reach
(196½ m.) **Pistoja** (52,000 inh. Hotel: *di Londra*. — **Restaurant at the station**), the old Pistoria, which has a fine **Duomo** (S. Jacopo) of the 11th c., rebuilt by N. Pisano, with a silver altar (14th c.), A. della Robbia’s fresco, elegant pulpit, etc. S. Andrea, S. Bartolommeo, and S. Giovanni are also visited for the sake of their pulpits, and the Ceppo hospital for the sake of della Robbia’s cornice (1525). Pistoja is the junction for Pisa (p. 293). You pass the romantic chateau of Montemurlo, near Montale, and then run on to **Prato**, an old town full of antiquarian interest. The **Duomo** has a beautifully sculptured pulpit, by Donatello and Michelozzo, and Fra F. Lippi’s frescoes.

217 m. **Florence**, in Italian **Firenze** ("la Bella"), in German **Florenz** (181,000 inhabitants), the flower of cities and the city of flowers, on both banks of the Arno. The antique Florentia was probably founded by the Romans before the Christian era. As a commonwealth it rose to great power and fame, despite numerous civic dissensions, political and religious. As in other Italian cities, one family, here the de Medici, succeeded in gaining the upper hand. Cosimo (1434) was followed by Lorenzo "il Magnifico" (1469—92), during whose rule F. became in every way the foremost city of Europe. This is the great period in Florentine life, when Fra Angelico and Fra F. Lippi, A. del Sarto and A. Verrocchio, through whom Leonardo da Vinci and Perugino came forth, painted; Brunelleschi and Michelozzo built; L. Ghiberti, Donatello, and Luca della Robbia wrought their marvellous carvings; and Savonarola, the great reformer, poured out his fiery warnings. Above them all towers Michael Angelo Buonarroti (1475—1564), whom Benvenuto Cellini (1500—72) follows. For an insight into this most interesting epoch, you should read Prof. Villari’s "Life of Savonarola" (transl.; 2 v.), or G. Eliot's "Romola", a wondrous and powerful picture. Twice driven away by the people, the de Medici returned with foreign aid. Cosimo I was the first grand duke of Toscana (1537). His dynasty died out exactly 2 centuries later. It was replaced by the house of Lorraine, which continued with an interval until 1860, when the grand duchy became part of Italy. During the period 1865—70, Florence was the capital of Italy. Most visitors will find
GENERAL VIEW OF FLORENCE.
the Arno rather disappointing. The most ancient parts of F. are the finest. There is an old-world look about the squares and streets in them that is soothing and venerable. The position of F. is only appreciated when ascending the heights around it. Autumn is the best season. Among the most famous Florentines are: Dante, Macchiavelli, B. Cellini, Boccaccio (?), Savonarola, Cherubini, Lully, Am. Vespucci, etc. Compare: Mrs. Oliphant's "Makers of F."; S. & J. Horner's "Walks in Florence", 2 v.; Yriarte's "Florence" (transl); Hare's "Cities of C. Italy", 2 v.

Hotels: *d'Italie, very good, well situated; *de la Ville; Continental; New-York; Grande Bretagne; de Florence; de Londres; de Rome; du Nord; Victoria; Paoli; Cavour; Helvetia, moderate; Minerva. — Pensions are very numerous. Many Engl. and Amer. boarding-houses, especially in the Arno quarter. — Restaurants: Français; Doney; La Toscana; Melini; Capitani. Also at the hotels, at the station, in the CASCINE, etc. — Cafés: Vital; Giacosa; Gilli. — Beer at various birrerie. — Wine at Barile's; Al Fiascone, etc.

Cabs (with 1 horse): to or from the Stazione Centrale, 1 lira; each trunk, 50 c. extra; per corsa, 1 lira; ½ h., 1.20; 1 h., 2 lire — all within the town boundaries. Outside, and after sunset, the fares are higher. — Tramways in various directions. — Post-Office, Uffizi.

Theatres: Pergola (only in winter); Pagliano; Niccolini. — Music: in the CASCINE, etc. — Photographs are good and cheap.

British Consul-Gen.; American Consul. — Engl. Ch. serv., Via La Marmora; Anglo Catholic, Via Maggio; Amer. Episc., Piazza de Carmini; Scotch Kirk, Lung' Arno Guicciardini.

Principal Attractions. To get a general impression of Florence, I recommend you to take a preliminary canter on the quays of the Arno, called by different names and spanned by six bridges. The Ponte Vecchio, above which a gallery connects the Uffizi with the Palazzo Pitti, is the principal one. It is lined with shops, like the Rialto at Venice, principally jeweler.
FLORENCE FROM S. MINIATO.

FLORENCE: PALAZZO PITTI.
On the left bank of the river it leads through the Via Guicciardini, where that historian and Macchiavelli, the famous diplomatist of the de Medici and the founder of political science, had their palaces. The said via brings us to the Piazza Pitti. Here stands, on rising ground, the Palazzo Pitti, begun in 1440 by Brunelleschi for Luca Pitti, the great antagonist of the de Medici, but only finished a century later. It was extended afterwards, and the garden added (1550). The seat of the Italian Parliament until Rome was taken, this palace, still a royal residence, is now chiefly noted for its splendid *picture-gallery* (open daily; 1 lira; free on Sund.). The rooms have fine frescoes, miniatures, mosaics (for which F. is famous), plate, etc. See Canova's bust of Napoleon I in the Hall of Poccetti, and his "Venus" in the Hall of Flora. The pictures include masterworks by S. Andrea del Sarto, Fra Bartolommeo, Giorgione, Guercino, Moroni, Murillo, P. Veronese, Perugino, *Raphael* (Portraits of popes Leo X and Julius II; of a "Fl. lady"; "Madonna del Granduca"; "La Velata", a veiled lady; "Madonna della Sedia"; "Madonna del Baldacchino"; portraits of Tommaso Inghirami and cardinal Bibbiena; "Madonna dell' Impannata"; "Vision of Ezekiel"—some of his most glorious efforts in form and colour); Rembrandt, Rubens, S. Rosa, Tintoretto, *Titian* ("La Bella"; portraits of Aretino, L. Cornaro, card. I. de Medici, and Alfonso I, duke of Ferrara; "Magdalen"), and Van Dyck. The beautiful Boboli Gardens, belonging to the palace, are only accessible on Sund. and Thursd. Many vases and statues (four by Michael Angelo, near a grotto) stud the bowers and terraces; the higher ones among the latter afford a splendid view of F. — In the same quarter are S. Spirito, a beautiful church of Brunelleschi (1487), adorned with many pictures, massive balustrades of bronze and marble in the choir, a handsome octagonal sacristy, *Ammanati's cloister* (1564—9), etc., and S. Maria del Carmine, consecrated in 1422, burned down in 1771, and rebuilt 10 years later. In this church are F. Lippi's far-famed frescoes. — On the other side of the Ponte Vecchio stand the Uffizi (open daily; 1 lira; free on Sund.), originally built for
Government offices by Vasari in 1560, under Cosimo I, whose statue by G. Bologna adorns the long piazza, like numerous modern statues of famous Tuscans. The building now contains, with the paintings in the Palazzo Pitti, probably the grandest picture-gallery in the world. Cosimo I was its real founder. In the inner vestibule you pass the well-known wolfdogs and boar. Among the sculptures, some heads of Roman emperors in their gallery are remarkably fine, but the best statues and pictures are grouped together in the Tribuna. This great apartment contains five far-famed works of art: the "Appolino", the "Dancing Faun", the "Wrestlers", the "Scythian", whetting his knife, and the famous Venus de Medici, supposed to be a Roman copy of Praxiteles' Aphrodite at Knidos. It was found at the Villa de Medici in Rome, and transported hither in 1680. It has been restored, like the "Faun" (it is said by Michael Angelo). In the same room are Raphael's "Madonna del Cardinello" (1507), his pope Ju'ius II (a replica of the painting in the Pitti gallery) (p. 331), and three pictures attributed to him; Titian's, A del Sarto's, and Perugino's "Madonnas"; Dürer's "Adoration", etc. See a fine sleeping "Cupid" in the adjoining room, and the celebrated "Niobe" group (discovered in 1583), in the room set apart for it. The 17 figures are not all equally admirable. Among the pictures there are fine examples of Dürer, A del Sarto, G. Bellini, Bassano, Breughel, Correggio ("Virgin", "Repose in Egypt"), Fra Angelico, Fra Bartolommeo, Giorgione, Lionardo da Vinci ("Adoration"), Mantegna, Mieris, P. Veronese, Titian (Portrait of the duke and duchess of Urbino, for whom he painted much, a madonna, "Catarina Cornaro," etc.). — The Painters' Gallery (18—19) is highly interesting, as it contains the portraits of numerous painters, painted by themselves, including Raphael, F. Lippi, G. Bellini, Perugino, Rubens, Rembrandt. Of many the authenticity is very doubtful. The same gallery holds the *Medici vase. There are also gems, inscriptions, cameos, engravings, drawings, and sarcophagi, in the rooms set apart for these collections, besides some remarkable sculptures ("Ganymede", restored by B. Cellini, head of Alexander the Great, etc.), in
the Hall of the Hermaphrodite, so called from a recumbent statue. — In the same Uffizi Palace are the National Library (300,000 v.; 8,000 MSS.), the Archives, and the Post-Office. — Close by stands the *Palazzo Vecchio, now the Municipio, formerly the seat of Government, built in 1298 by A. del Cambio, containing Michelozzo's beautiful cortile, with *Verrocchio's dolphin fountain, and (on the 1st fl.) the Sala del Consiglio, in which the great council met after the expulsion of the de Medici (1495), and where the Italian Parliament sat until 1870. The walls are covered with paintings by Vasari a. o., instead of L. da Vinci's and M. Angelo's cartoons. Colossal statue of Savonarola (by Passaglia), who was tortured in a room of the conspicuous Campanile, offered his last prayer in the beautiful Cappella di S. Bernardo (with Ghirlandajo's mosaic paintings), and suffered death on the funeral pile in the Piazza, upon the spot where Ammanati's graceful* Neptune Fountain (1575) now stands, near G. Bologna's *bronze statue of Cosimo I (1590), Bandinelli's "Hercules", and a copy of Donatello's lion. See Ghirlandajo's frescoes in the Sala dei Gigli (with B. da Majano's grand doorway), on the upper floor of the palace. The latter fills the e. side of the Piazza della Signoria, the very centre of F. Here is that noble and unique Gothic arcade, Orcagna's Loggia dei Lanzi, completed in 1384 by B. di Cione. It was so called after the Landsknechte of Cosimo I, and is adorned with priceless sculptures: B. Cellini's "Perseus", G. Bologna's marble "Rape of the Sabines", Donatello's bronze "Judith," G. Bologna's "Centaur", and two lions, one of Greek origin. — From the Piazza della Signoria, the Via Magazzini leads to the Via Dante and to the house of that great man (always open, with or without the silver key), containing a few souvenirs. To the left, cross the broad Via Calzajoli to Or San Michele, originally a market, until A. Orcagna transformed the lower portion into a church (14th c.). He has erected the elaborate and magnificent white marble tabernacle, said to have cost 96,000 golden florins, with B. Daddi's miracle-working madonna. Among the statues (outside), note Ghiberti's "St. Stephan" and "St. John
the B.,” Donatello’s “St. George”, and Verrocchio’s “Christ. — Continue the Via Calzajoli until you reach the Piazzale del Duomo, the centre of which is occupied by the grand Cathedral (S. Maria del Fiore), begun by A. di Cambio in 1294, continued by Giotto and Taleni. Orcagna and others were probably also consulted. Brunelleschi in 1418 carried off the prize in the competition for the building of the cupola, which suggested St. Peter at Rome. De Fabris executed a new façade, which the Queen unveiled in 1887. This great church measures 500 ft. in length. The nave is 128 ft. wide, and the transept 310 ft. long. Ascend the frescoed cupola, 380 ft. high, which rewards one with even a finer panorama than the graceful, square Campanile (1387), built by Giotto and T. Gaddi (1 lira) and rising to 269 ft., affords. The latter has numerous bas-reliefs and statues by Luca d. Robbia, A. Pisano, Donatello, etc. Donatello’s “David” is much admired. The interior is extremely rich in monuments, etc., among which I can only note the following: Hawkwood’s equestrian statue, by P. Uccelli; Buggiano’s Brunelleschi monument; two angels, by Luca d. Robbia; Donatello’s “St. John”; Michael Angelo’s “Pieta”; Donatello’s “Virgin”; *sacristy door, by L. della Robbia, M. di Bartolommeo, and Michelozzo (1467); terra-cotta sculptures, by the d. Robbias; *windows in painted glass, numerous pictures, etc. — The real cathedral of Florence, founded about 1160, and coated with marble like the present one, is the Battistero (S. Giovanni Battista), facing the latter. The magnificent *bronze doors, which M. Angelo called the gates of Paradise, date from the 14th a. 15th c. Two, by Ghiberti, represent scenes from Genesis and the New T.; the third one, by A. Pisano, depicts the life of St. John the B. The octagonal interior has a mosaic cupola, a variegated pavement of bold and bright design, and Donatello’s statue of M. Magdalen. His Renaissance monument of B. Cossa (John XXIII) is outside. — By going down the Via del Proconsolo, you soon reach the former residence of the Podesta and prison, the Bargello (1255), one of the best-known edifices of F., as it contains the magnificent collections of the National Museum. Apart from arms, coins, gobelins, etc., it
holds marvellous bas-reliefs by Luca d. Robbia and Donatello, sculptures by M. Angelo ("Bacchus", "Adonis", "Brutus", "Virgin"), A. Verrocchio ("David"), Sansovino ("Bacchus", etc.). The collection of Donatello's works is very rich and includes the bronze lion, which originally adorned the Piazza della Signoria (p. 333). — Facing the Bargello, in the Via del Proconsolo, is la B a d i a, a church belonging to a Benedictine monastery (1625). Its graceful campanile is a conspicuous ornament. The interior has M. da Fiesole's Giugni monument, F. Lippi's "St. Bernard", etc. — In the immediate neighbourhood, on the Piazza where Pazzi's *Dante monument was erected in 1865, stands S. C r o c e, built by A. di Cambio for the Franciscans (1294), completed in 1442, and enriched with Matas' façade in 1857—63. It is 460 ft. long and 134 ft. wide. Owing to the many monuments of illustrious Florentines which it contains, it has been styled the "Pantheon of F." M. Angelo, who lived in the proximate Via Ghibellina, in the C a s a B u o n a r r o t i, now belonging to the town and filled with souvenirs (50 c.), lies buried in this church under Vasari's monument (1570). Other notable monuments are those of L. Bruni, by B. Rosselino (15th c.); C. Marsuppini, by D. da Settignano (15th c.); Gal. Galilei, by Foggini (17th c.); Alfieri, by A. Canova, etc. Observe B. da Majano's superb pulpit in marble, and *Giotto's frescoes in the Peruzzi and Bardi chapels. There are also good Giottos in the Medici chapel ("Virgin", in 5 compartments) and in the sacristy; some excellent frescoes by Gaddi and a monument by N. da Pisa in the Baroncelli chapel. See the interesting cloisters, with Brunelleschi's Pazzi chapel (1420). — Returning to the Piazza del Duomo, past the Via del Corso with its many palaces, enter the Via Ricasoli. It will take you to the ancient *A c c a d e m i a d e l l e b e l l e A r t i (open daily; 1 lira; free on Sundays). It has an interesting picture-gallery, which is very rich in paintings of the F. school, arranged in chronological order, indeed, the richest extant. It has valuable Fra Angelicos, Fra Bartolommeos ("Savonarola"), F. Lippi, A. del Sartos, Peruginos, and Verrocchios. The court contains several sculptures of L. della Robbia and an
unfinished statue by M. Angelo, whose gigantic masterpiece "David", cut from one block of marble in 1501—4, and formerly near the Palazzo Vecchio (p. 333), stands in a room by itself. In the same building inspect the far-famed F. mosaic factory (50 c.), with some beautiful specimens of this delicate work. — The Via Ricasoli, which runs parallel to the Via Cavour, is at one point separated from it by the Piazza San Marco. Here stand, a bronze statue of Gen. Fanti, the church of S. Marco, and its former Dominican *convent, now a museum (free on Sundays; otherwise, 1 lira), noted principally for Fra G. Angelico’s beautiful *frescoes. Other *frescoes (by A. del Sarto and Francia-bigio), are found in the Chiostro dello Scalzo, in the Via Cavour, close to two palaces, built by Buontalenti, the Casini di Livia and Mediceo. — Go down the Via Cavour. Close to the end of it, near the Piazza del Duomo, rises the Palazzo Riccardi (now the Prefettura), the ancient de Medici palace, built by Michelozzo for Cosimo in 1430, and enlarged by the Riccardi family, that purchased it in 1659. Note Donatello’s bas-reliefs in the court, B. Gozzoli’s frescoes in the de *Medici family chapel (1463), with fine portraits, and L. Giordano’s paintings in the great hall. — In the immediate neighbourhood of the Palazzo Riccardi rises the beautiful church of San Lorenzo, in the square of the same name, with B. Bandinelli’s statue of G. de Medici. The church, originally designed by M. Angelo, and rebuilt by Brunelleschi, holds some remarkable monuments (Thorwaldsen’s B. Cellini monument, Verrocchio’s de Medici monument, etc.), the tombs of Cosimo de Medici and Donatello, good pictures, and D. da Settignano’s sculptured *altar. An unfinished vestibule, designed by M. Angelo, leads from the Cloister to the Mediceo-Laurentian Library, a fine building planned by the same master, filled with treasures that form in themselves a noble tribute to the memory of the de Medici family. The *Sagrestia Nuova (open free on Sundays; otherwise, 50 c.), erected by M. Angelo (1523—29) for Leo X and Clement VII, is qy far the most beautiful portion of San Lorenzo. It
is the mausoleum of the de Medici, containing M. Angelo’s famous monuments of Giuliano and Lorenzo. The former has the admirable statues of “Day” and “Night”, the latter (unfinished) those of “Evening” and “Dawn”. The mausoleum was left in an incomplete state. Adjoining it, the Cappella dei Principi (of Toscana), rich in marble ornamentation. — From San Lorenzo it is a short walk to the Piazza S. Maria Novella, with the church which has given it its name (1278-1349). It shows a magnificent façade by Alberti (1456-70); the interior contains valuable pictures (Cimabue’s “Madonna”, Ghirlandajo’s frescoes, Orcagna’s frescoes in the Cappella Strozzi, etc.). — Of other buildings in F., I would mention Brunelleschi’s Spedale degli Innocenti (1421), with A. della Robbia’s famous group of infants, near the church of Santissima Annunziata (1250, rebuilt in the 17th c.), which contains beautiful frescoes by A. del Sarto and others; also the rich Archæological Museum in the Palazzo della Crocetta (1 lira; Sundays free) and Mazano’s Palazzo Strozzi (1489), one of the finest examples of the F. style of building. The Villa Demidoff, under the Viale dei Colli (see below) is hardly worth visiting now, since the works of art have departed therefrom. — To get a good view of F. and the Arno valley, ascend the winding Viale dei Colli (completed in 1868), leading to a café, with a copy of M. Angelo’s “David” in bronze before it, on a terrace, whence the prospect is magnificent. Or go up S. Miniato, crowned by a church worth visiting, if not the Bellosguardo. — The favourite promenade of the Florentines, apart from the Boboli gardens (p. 331), is the Cascine, an extensive and charming park along the Arno, deriving its name from dairies, formerly there. It should be seen on a fine Sunday afternoon (music). Numerous and brilliant are the private carriages that line the avenues as far as the quaint monument of the rajah of Kohlapore, who died at F. in 1870. Several cafés. — A visit to Fiesole, the oldest of old Etruscan cities, by steam tramway or private carriage (bargain!) is, of course, de rigueur for all visitors to F., if only to glance at the
many beautiful villas on the way, among which you must not fail to note the Villa Boccaccio or Palmieri, where Queen Victoria resided in 1888; the Villa Landor, once the domicile of the famous poet, who lies buried in the old Protestant cemetery at Florence, with Elis. B. Browning and F. Parker, and the Villa Mazzì (built on a height, for a de Medici, by Michelozzo), with extensive *view. The Villa "Onida", once a pilgrim-shrine, is no longer tenanted by her. Fiesole has notable Roman remains, and a fine cathedral. Other pleasant and easy excursions are to the Monte Oliveto (*view), and (by steam tramway) to the Certosa di Val d'Ema (1 h.), with its many interesting tombs, in a charming site.

**Thirtieth Route.**

FROM FLORENCE TO ROME.

All roads lead to Rome, no doubt. There are, however, three distinct railway routes, between which you will have to choose. The most direct one, by the line of the Adriatic railways (193 3/4 miles in about 6 h., by express) is not the most interesting. It passes (after many tunnels) Arezzo, junction for Foligno, with a duomo and some noteworthy churches; Cortona, an old Etruscan town, still having the primitive wall and a museum of Etruscan antiquities; ancient Chiusi, junction for Empoli and Siena (see p. 341), with many Etruscan antiquities, and Orvieto (7,000 inh. Hotels: delle Belle Arti; Italia; Aquila Bianca), the ancient Urbibentum, on an isolated rock-hill which used to be a Ghibelline stronghold. The station lies at the foot thereof, and tourists usually ascend by the cable tramway (5 min.; 30 c.). O. enjoys the luxury of an open-air theatre in the former fortress, but its chief attraction is the Duomo, a glorious example of 1. Gothic in black and white marble (1290—1309). Rich and variegated façade, by L. Maitani, showing A. Pisano's "Madonna". Frescoes, monuments, and choir-stalls in the interior. *Cappella Nuova*, with Fra Angelico's and L. Signorelli's mural paintings. See the Etruscan cemetery, holding many tombs more than 2,000 years old, and visit Bolsena, close to O., on the n. shore of a large volcanic lake, once a very
important Etruscan city, some traces of which remain, but noted in modern times principally as the place where the "miracle of B." (the flow of blood from a consecrated host in 1263) led pope Urban IV to institute the festival of Corpus Christi. Many tunnels precede Orte, junction for Foligno, the train skirting the right bank of the Tiber to Monte Rotondo and Mentana, where Garibaldi was defeated in 1867 in his attempt to force the "Roman question" in his own way. Beyond Castel Giubeleo the first glimpse of St. Peter is obtained.

The second route follows the first as far as Terontola (2\(\frac{1}{2}\) h. from Florence), where the direct line to Rome branches off, then reaches the large Trasimene lake. Our train runs through the defile, where Hannibal crushed the Romans (217 B.C.) in one of his memorable battles. Several tunnels precede Perugia (52,000 inh., incl. the suburbs. Hotels: *Perugia; Gr. Bretagne. — Restaurants and Cafés: Belle Arts; Progresso; Baduel. — Post-Office, Via Baglioni. — Station, 1\(\frac{1}{2}\) h. from the town; railway omnibus, 1 lira), the ancient Perusia, one of the 12 Etruscan federated cities. It picturesquely crowns a hill near the Tiber and the above-named lake. P., for many centuries, was either a small republic ruled by despots, or a papal dependency. It is now the capital of a province (Umbria). It gained renown by its university, founded in 1320, more so by its school of painting, whose chief: Vannucci ("Perugino") was born at Citta della Pieve (among the hills). Raphael, when quite a young man, worked with this master, many pictures of whom are found in the churches of P. Its principal attractions are the Palazzo Pubblico (1281—1333; restored), containing some good pictures in the Pinacoteca Vannucci (daily, 1 lira); the Duomo (S. Lorenzo; 15th c.), with a few papal tombs; the Collegio del Cambio (Chamber of Commerce), with Perugino's *frescoes; the Arco di Augusto, a Roman souvenir, like the town wall; S. Severo, a monastery in which Raphael painted his first fresco; the Oratorio di San Bernardino, with A. di Duccio's splendid façade in colours. See also his Porta Pietra, G. Pisano's monument of pope Benedict in the S. Domenico church; frescoes and monuments in S. Pietro di Casinensi; the
antique and beautiful Fonte Maggiore in the Piazza del Municipio, adorned by the Pisanos, also pope Julius' statue there, described in the "Marble Faun", by N. Hawthorne. A visit to the old Etruscan tombs, discovered in 1840 outside the Porta Costanzo, cannot but be interesting. These are seen on the way to Assisi (14,500 inh. in the commune. Hotels: Subasio; Leone; Minerva), where you stop, 45 min. after having left Perugia. It is the charmingly situated Roman Asisium, famous as the birth-place of St. Francis, founder of the Franciscan order (1208), who died here in 1226, and whose remains underlie the former Franciscan monastery, resting in a crypt under a church (1228—32) upon a hill, which church is surmounted by a second (Gothic) church by Campello (1253). These churches, now mainly arranged as school-rooms, contain many frescoes by Cimabue, Giotto, etc. The entrance to the ancient Forum is near the church of S. Maria della Minerva, for which a Minerva temple has been used, whose beautiful portico remains intact to this very day. Dupré's statue of St. Francis (1882) stands in the Piazza S. Rufino. The tomb of St. Clare, founder of a famous order, lies in the rich crypt of S. Chiara (Gothic; 1253). Fine prospects from the Giardino Pubblico, and from the manor of Rocca Maggiore, ½ h. above the town.

Beyond Assisi, we pass Foligno, junction for Ancona and Rome; picturesque Trevi; and Spoleto, at the foot of a hill, crowned by a burgh dating back to Theodoric the Goth. It has a Lombard cathedral, with L. Lippi's frescoes, several interesting churches, and a remarkable aqueduct. Spoleto, where Hannibal was repulsed (217 B. C.), formed the capital of a powerful Lombard duchy, before it became incorporated with the pope's dominions.

We next reach (4½ h. beyond Perugia) Terni (15,000 inh. Hotels: Europa; Nuovo), in the fertile Nera valley, junction for Aquila. It is the Roman Interamna, still in the proud possession of many ruins of Roman origin, and of the three Terni waterfalls formed by the Velino, 4½ m. from the town (carriages 5—10 lire for 1—3 persons). Their beauty is only spoiled by impudent toll-extortioners in all coigns of vantage, and by persistent beggars more brazen than they. Near Narni we pass the old Augustus bridge, and then halt at Orte (p. 339).
The third mode of reaching Rome is via Empoli, junction for Pisa, and Siena (25,000 inh. Hotels: *de Sienne; *Continental; Aquila Nera; Scala. — Cafés: Greco; Talliani. — Cabs: w. 1 h., 1 lira the corsa; w. 2 h., 1½ lira; ½ h., 80 c. and 1 lira; 1 h., 1.30 and 1.60 lira. A higher tariff outside the town limits, and after dark. — Post-Office, Via Cavour). S., the Roman Sena Julia, lies charmingly on three hills, composed of “Siena earth”, 3½ h.’s rail from Empoli. In the 14th and 15th c., when S. was the stronghold of the Ghibelline party, its inhabitants numbered 100,000. They vied with the Florentines in their wealth and love of art, and had their own school of painters, which originated in D. di Buoninsegna (13th c.), whilst the magnificent buildings at present remaining also testify to the skill of their architects. Sienese wood-carving has a fame even now. The rivalries with Florence, however, resulted in frequent wars between the two cities. After various vicissitudes, during which the Petrucci vainly attempted to found in S. a dynasty like the de Medici in Florence, the Sienese fell a prey to Cosimo de Medici in 1557, who annexed their capital to his dominion. S., with its narrow and steep streets, its walls, gates, and citadel, remains a mediæval relic to this very day. Its chief glory is the lofty Duomo, begun in the 13th c. and never entirely finished. It was much damaged by fire in 1890. The gorgeous façade, with its arches, rich sculptures, and variegated marble incrustations, we owe to G. Pisano. The interior is likewise striking in arrangement and colouring. Note the magnificent octagonal pulpit of the Pisani in white marble (1268); the beautiful choir-stalls; Pinturicchio’s *frescoes (16th c.), and some illustrated choir-books in the Libreria, or Sala Piccolominea, built for cardinal F. Piccolomini (1495); a famous *font, with exquisite bas-reliefs, in the *Baptistery; lastly, but not the least, the *pavement in graffito, mosaics of superb colouring, but mostly copies, the originals being in the Opera del Duomo, a museum, which also contains a celebrated, antique group (“The Graces”), admired and drawn by Raphael, and copied by Canova. It has, moreover, pictures, etc. To the duomo belongs Bisdomini’s Campanile. Siena is the birth-place of the Socini, founders of Socinianism, and of Santa Catarina (1347—80), whose house, with many relics and pictures, has
been transformed into an oratory. Close by, Bellamino's Gothic Fonte Branda (1198), immortalised in the "Inferno". It is very picturesque, like the Fonte Nuova (1259) and the Fonte Ovile. — The Palazzo Pubblico (1288—1304), a large building in brick, on the picturesque Piazza del Campo, is now used for public offices, and contains beautiful frescoes. Ascend the graceful Campanile (50 c.) for the *view. — Among the palaces worth seeing are the Buonsignori (14th c.), perhaps the finest brick-work monument of S., and Saracini, with many S. paintings. Other pictures by S. artists are in the Istituto delle Belle Arti (daily; 1 lira) and in S. Giovanni, a church curiously constructed under the cathedral. A similar arrangement you will observe in the Oratorio di S. Bernardino, with Sodoma's frescoes. Do not fail to see L. di Mariano's *high-altar, a splendid work of sculpture, in the small Fontegiusta church, beyond the charming Lizza promenade.

The line from Siena to Chiusi, junction for Rome (p. 338), passes the famous convent of Monte Oliveto Maggiore, high up like Montepulciano, with its lake, both at some distance from the railway, which trends through beautiful country. A canal unites the said lake with that of Chiusi. Chiusi junction lies about 3 h.'s rail from Siena, so that Rome may be reached in 6 h. from the latter place.

**Rome,** in Italian Roma, in German Rom (410,000 inhabitants, with the suburbs), the ancient capital of the Roman empire and the present capital of United Italy (since 1870), lies on both banks of the Tiber, at a distance of 16 miles from the sea, partly upon the site of the old Rome, built among the famous seven hills (Quirinal, Esquiline, Viminal, Palatine, Cælian, Aventine, and Janiculum, or Vatican). The Tiber (Tevere), spanned by many bridges, divides the city into two unequal parts. The smaller, on the right bank, is the so-called Citta Leonina. Rome proper covers the left bank. The quays will, sooner or later, form magnificent and continuous boulevards, when once the money is found to pay for these improvements. But modern Rome has gone too fast, and over-speculation in building has ruined many citizens, whilst causing a serious drain upon the municipal exchequer. R. has walls, 15 m. in circumference, and 12 gates, some 350
churches, 46 squares, and numerous fountains, some very beautiful. The origin of R. is enveloped in mist, but there is no doubt that, applying the Darwinian theory, she commenced small, evolving a larger and larger self, until, by natural selection, she became the mistress of the best part of Europe, after Carthage, her most formidable foe, had succumbed in the process of the survival of the fittest. At first a commonwealth, the rivalries of political parties, Patricians and Plebeians, finally led to the empire (Caesar Augustus), under whose reign R. not only attained her greatest political power, but also her apogee in the domain of arts and sciences (Augustan Era). The Greeks sent their best artists to R., whose masterworks in sculpture and architecture we continue to admire in the Vatican and other collections, or in the preserved buildings of antiquity. Nero's fiery amusements destroyed a deal (64), but his successors made R. more grandiose than ever, as the arch of Titus and the Colosseum alone testify. Trajan (98—117) and Marcus Aurelius (161—180) mark the highest point of intellectual development in R. The glories of Diocletian and Constantine the Great (306—337) seem but the departing lustre of a decaying power. The huge empire breaks up after the death of Constantine the Great, and the centre of activity is transferred to Byzantium. The Western Empire struggles on bravely against increasing odds, but finally succumbs (476) under the grasp of Odoacer, chief of the advancing barbarians, and successor to Attila. One thing alone seems to survive amidst universal downfall: — Christendom, recognised as the State religion in 382, despite edicts and persecutions and massacres. The emperors were superseded by the popes and, with but a few unavoidable interruptions (Avignon and Rienzi in the 14th c., French Revolution in the 18th c., Napoleon in the 19th c.), their temporal power, which probably commenced in the 8th c., although St. Peter was of course supposed to be at work much earlier, was maintained (albeit subject to occasional shrinkage) until 1870, when the Italians completed their unity by destroying the unity of the Holy Father, relegating his sovereignty to the precincts of the Vatican. The popes undoubtedly did much for the advancement of art, and of literature also to a certain extent, under the vivifying influences of the Renaissance. Nicholas V, Paul II, and
Sixtus IV in the 15th c. called to their court the artists of N. Italy, among whom were F. Lippi, Perugino, and Ghirlandajo. Their work is now seen in the palaces and churches of R., but the golden era was reached with Julius II (1503—13), whose name and that of Leo X (1513—22), remain for ever linked to the glories of those art-princes: Raphael, Michael Angelo, and Bramante, followed by Romano, Peruzzi, and Sangallo. Then came the reaction, the struggle between the naturalist painters and the masters of the eclectic school (A. Carracci, G. Reni, Domenichino, etc.), finally the decadence. R. is no longer the R. of the popes, but, as a centre of the most stupendous manifestations of the brush and chisel, ancient or modern, it remains, and will ever remain, the goal of the international artist and art-lover, the Mecca of all Catholic minds. Besides numerous popes and Roman citizens, imperial or otherwise, the following were natives: Rienzi, Bernini, Sassoferrato, G. Tippi (“Romano”), Metastasio, etc. Compare: Hare’s “Walks in R.” and “Days near R.”, e. 2 vol.; Story’s “Roba di Roma”; Forbes’ “Rambles in R.”; Wiseman’s “Fabiola”; “Cornhill”, Sept. ’90; “Atl. Monthly”, July ’91.

Hotels (partly closed in the summer months): *Quirinal; *Continental (near the Central station); de Londres; de Paris; Bristol; de Russie; Europa; Roma; de la Ville; *Hassler; Royal; d’Angleterre; Marin; *Eden; Molaro; National; du Sud; d’Allemagne; Bellevue; Laurati; Minerva; Schweizerhof; Italia. — Pensions are numerous (7—12 lire a day according to season). — Restaurants: Nazzarri; Spillmann; Doney; Milano; Corradetti; Fagiano; Le Venete; Cervigni, etc. Also at many hotels, cafés, and osterie, with Italian cooking, the Railway station, etc. — Cafés: National; Roma; Nazionale; Venezia; Turco; Colonna; Greco; Castellino, etc. — Wine at Ostinis; Jacobini’s; Santovetti’s, etc. — Beer at Cornelio’s; Morteo’s; Albrecht’s, etc. — Ices at the *Sorbetteria Napoletana. To see Roman life, do as the Romans do, eat and drink with the people in the popular osterie and pay popular prices! Of course, you must not mind the odeurs de Rome, or insect life. For the latter, consult Keating the Great.
Tramways and omnibuses through the principal quarters of the city. — Steam tramway to Marino and Tivoli in $1\frac{1}{2}$ h. (p. 365). — Cabs (vetture pubbliche)

**TARIFF**

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The above tariff is suspended during carnival time.

Post-Office: Piazza S. Silvestro.

Guides (see Venice, p. 310). — Photographs (very good), at G. Felici's, Via Babuino.

Theatres: Argentina (operas); Valle (dramas); Costanzi; Metastasio (comedies); Manzoni; Quirino (ballets, etc.); Politeama.

British Ambassador, Via Venti Settembre; British Consul, Piazza S. Claudio. American Minister, P. di Venezia; A. Consul, Via Nazionale. — English Churches: Via Babuino and P. San Silvestro; Baptist, Via Teatro Valle and Via Urbana; Methodist, Via della Scrofa and P. di San Lorenzo; Scotch, Via Venti Settembre and Via Quattro Fontane; E. Catholic, Via di Monserrato. American Ep. Church, Via Nazionale.

Principal Attractions. Rome may be conveniently seen in a week, that is to say, its principal sights may be "grasped" within that period. Of course, you will have to drive a good deal, for distances are, in many cases, formidable. Driving is also, I believe,
cheaper in the end, for if you walk you cannot cover as much ground in a day as in a vettura, and the consequence must be that your stay has to be prolonged. Now, if you remain two weeks, because you do everything on foot, your hotel bill will amount to twice as much as in one week with carriage drives "thrown in". Guides I do not like myself, yet a trustworthy cicerone saves one a deal of money and time in a place like R. The difficulty is to get a good one, who makes straight after the chief points of attraction, and knows how to cope with the plague of mendicants. Naturally, with plenty of time on hand, and money in your pocket, it is much more pleasant to stroll about alone in (say) the Vatican, with a guide-book as sole companion, but most tourists are not in that happy predicament. Besides, even so, a living guide may prove superior to the inanimate article, should he know certain tricks by virtue of which you may see things otherwise invisible.

Now for a ramble through the Eternal City, after this preliminary philosophy. Are you ready?

We shall start from the Piazza di Termini, by the side of the great Railway station. On our right we see the Baths of Diocletian, the largest of ancient R. (4th c.), where 3,000 persons could have a simultaneous "clean up". Part thereof has been transformed by M. Angelo into the church of S. Maria degli Angeli (1561), with some pictures, the tomb of Salvator Rosa (who died in R., 1673), and the Museo delle Terme (in the cloisters), containing *antiquities found at R. Graceful fountain on the Piazza, which leads to the broad Via Venti Settembre, ending at the Villa Torlonia (Th., by order), magnificently furnished and having a fine garden, close to the Porta Pia, where the Italians penetrated in Sept. 1870, after the departure of the French. — By continuing the Via Venti Settembre, and turning into the Via Quattro Fontane, you arrive at the Palazzo Barberini (open daily), built by Maderna, Borromini, and Bernini (16th c.), with the famous picture-gallery (Titian's "la Schiava"; Raphael's "Fornarina"; G. Reni's "Beatrice Cenci", probably, however, the portrait of another lady; sculptures, etc.). On the Piazza, Bernini's charming Fontana del
Tritone. — Beyond, stands the Capuchin church (S. Maria della Concezione), built by card. Barberini, who belonged to that order (1624). It has *G. Reni’s "St. Michael", and other pictures, but its chief curiosity are four vaults, “decorated” with human bones — fantastic, but ugly. Not so extraordinary as the catacombs at Palermo. — The Via Sistina leads, from the P. Barberini, to the P. d. Trinita de’ Monti (with an obelisk and a church, famous for its music) and to the P. di Spagna, a well-known strangers’ centre, at the foot of Monte Pincio. It has the Immaculate Conception monument (1856), Bernini’s “Barcaccia” fontain, and the palace of the Spanish ambassador, which gave its name to the square. The Monte Pincio, which offers a glorious panorama, is a favourite promenade of the Romans. On a fine afternoon carriages are numerous. A curious feature it is that paying visits to the occupants thereof is considered equivalent to calls at their houses. Many busts of notable Italians; a monument to the Cairoli (1883); an obelisk, originally erected in Egypt by Hadrian, and transferred hither in 1822; a monument to G. Galilei, imprisoned by the Inquisition in Lippi’s Villa Medici (now the Accademia di Francia), built in 1540, adorn the gardens. — The Monte Pincio overlooks the Villa Borghese (outside the Porta del Popolo; Tu., Th., Sat., by ticket), chiefly noted for its extensive and lovely grounds, studded with natural curiosities (lakes, grottoes, statues, etc.), but already partly spoiled by the ruinous building mania in the neighbourhood, conspicuous in hideous rows of unfinished houses. The Museum once had many noble works of art, not lost but gone. — The Porta del Popolo, the n. entrance of R., with Vignola’s decorations from M. Angelo’s designs, gives access to the square of the same name, showing the famous obelisk, placed here in 1589 by Sixtus V, after having stood at Heliopolis in Egypt and in the Circus Maximus at R., whither it was brought by the emperor Augustus. It was Pius VII who widened the Piazza del Popolo to its present noble proportions, and who decorated it so profusely. Here stands S. Maria del Popolo (1099—1477), rich in monuments (Sansovino’s B. della
Rovere and Sforza tombs), and in pictures (Pinturicchio’s frescoes). — The broad and lively thoroughfare that faces the Porta del Popolo is the Corso, the ancient Via Flaminia, going in a straight line to the P. Venezia, a distance of nearly 2 m. On the way: Gothe’s house (no. 18); S. Carlo al Corso (17th c.); Ammanati’s Rospoli palace (1586), with a fine staircase in w. marble; S. Lorenzo, with G. Reni’s Crucifixion; P. di San Silvestro, on the left, where the Post-Office and Metastasio’s statue are; P. Colonna (much embellished recently), with the Marcus Aurelius column (137½ ft.), erected to glorify his victories in Germany, composed of 28 marble blocks, ascendable, and surmounted by a statue of St. Paul, put there by pope Sixtus V, who had the column restored (1589). The square also has I. d. Porta’s graceful Acqua Vergine fountain. Beyond, rises Bernini’s and Fontana’s Palazzo di Monte Citorio (1650), formerly the papal law-courts, now (since 1871) the Chamber of Deputies, readily accessible by the silver key. The Piazza has Augustus’ obelisk (90 ft.), first brought by him to R. from Heliopolis, and used as a meridian near his mausoleum, then thrown down and forgotten, until restored by Pius VII in 1789. — The Via de’ Bergamaschi leads to the P. di Pietra, where 11 Corinthian columns, now adorning the Borsa, are the only remains of the once magnificent Temple of Neptune, built by Hadrian. Strolling down the Via de’ Pastini, you arrive at the Piazza del Pantheon, with Agrippa’s round temple (27 B. C.), which is justly famed as one of the finest and best-preserved ancient buildings. Damaged by fire and repeatedly restored by successive emperors, it was turned into a Christian church in the 7th c. (S. Maria ad Martyres). Note the beautiful portico on 16 columns of Oriental granite, the porphyry frieze, and the graceful cupola (ascendable; *view). V. Emanuele was buried here in 1878, and the great Raphael before him, in one of the 6 chapels, also A. Carracci. In 1882 the Pantheon was freed of the houses that had been built against it. The demolition uncovered the remains of the vast Agrippa baths. On the Piazza, Longhi’s fountain and an E. obelisk, erected by Clement XI.
By the side of the Piazza is the P. della Minerva, with Bernini’s obelisk on Ferrata’s marble elephant, and a remarkable Gothic church (1285), upon the site of Domitian’s Minerva temple (hence its name: S. Maria sopra Minerva). It is rich in monuments (tombs of popes) and paintings (Perugino, F. Lippi, etc.; also a fine "Christ", by M. Angelo). The valuable Biblioteca Casanatense (120,000 v.; daily), founded by card. Casanatense, belongs to this church. To the N. lies the Piazza Navona, or Circo Agonale, because Domitian’s circus was there, with beautiful fountains; S. Maria dell’ Anima (further n.), the German church near the G. hospital; and S. Maria della Pace (“Raphael’s “Sybils”). The Via del Salvatore leads from the P. Navona to the P. Madama, showing the palace of “Madama” (Marg. of Parma), now the Senate (great hall, with Maccari’s recent historical frescoes). Close to it, the French church (S. Luigi), and the R. university (Sapienza), founded in 1303 by Boniface VIII. Nearer the Tiber, and not far from the Ponte Sisto, stands the great Palazzo Farnese, commenced by pope Paul III, when still card. Farnese, from the designs of A. da Sangallo Jr. M. Angelo and G. d. Porta, who made the riverside loggia, completed it (1580). This beautiful palace until 1874 belonged to the ex-king of Naples, and afterwards became the property of the French Government. Its Vatican embassy and the “Ecole de Rome” are now located there. On the Campo di Fiori (vegetable market), which is adjacent to the Piazza Farnese, is Giordano Bruno’s statue, the erection of which (1889) caused so much irritation at the Vatican. He was burnt here in 1600.

Returning to the Corso where we had left it, we get to the Piazza Sciarra, on which stands Ponzio’s beautiful palace (17th c.) of the same name, once containing a valuable picture-gallery (Guidos, Guercinos, Raphael’s “Violinist”, etc.). This has been converted into cash by the prince Sciarra. It does not matter much as it was seldom accessible. The Via d. Muralte leads to that most interesting and graceful monument, the Fontana di Trevi, on the s. side of the Palazzo Poli, with Salvi’s façade,
Bracci's "Ocean", sea-horses, and tritons, also Valle's statues. Drink the water (the *aqua vergine*, brought on here by the old R. aqueduct), if you want to see R. again. Our Scotchman (p. 268) said: Is that so? But he drank it all the same! — On the Corso, a short turn to the r. takes you to S. Ignazio (1626), with Pozzo's paintings. Close at hand, the Collegio Romano (formerly the Jesuits' school), now containing the V. Emanuele library and the Kircher museum, founded by that Fulda Jesuit (17th c.), in which there are some notable antiquities. Further down the Corso, at the corner of a street, stands the enormous and magnificent Palazzo Doria (17th c.), formerly the Palazzo Pamphili, from the noble family that owned it. It consists of three buildings, erected by Valvassori, P. da Cortona, and P. Amaly. The palace contains a valuable *gallery of pictures* (Velasquez, Raphael, Claude Lorrain, etc.), sculptures, sarcophagi, etc., open on Tu. and Fri. Other palaces face this one. In the P. Venezia, which forms the end of the Corso, stands the Palazzo Venezia (1455), given to Venice by Pius IV, and now the palace of the Austrian embassy at the Vatican. Near it, the doomed Palazzo Torlonia (1650), partly already demolished for the new Via Nazionale, and containing a small gallery of paintings and sculptures (Canova's colossal "Hercules and Lycas"). Near it, also, S. Marco, rebuilt in 1468 by G. di Majano (with mosaics, and pictures by Palma G., Perugino, Borgognone, etc.). Extensive demolitions, partly to make room for the great monument to V. Emanuele (p. 353), have altered this neighbourhood entirely and destroyed G. Romano's house. — The Via Araceli takes you to the Gesu church on the P. del Gesu, one of the finest ecclesiastical edifices of R., begun by Vignola in 1568, for the Jesuits. The dome and the façade are by G. d. Porta. Extremely rich interior. The chapel of St. Ignatius, with gorgeous decorations, paintings, and a globe of lapis lazuli, which is supposed to be the largest in existence, contains the body of the saint in a jewelled shrine under the altar. — From the P. Gesu, descend the Via Araceli, then turn into the P. Margana. By continuing in the same
direction you will reach the ruined Teatro di Marcello, built by Cæsar and O. Augustus, the second largest theatre of ancient R., capable of holding 30,000 spectators, and built in 3 styles, like the Colosseo. Near by are the oldest bridge of R. (62 B. C.), leading to the island in the Tiber; the site of the once terrible Ghetto; the Portico d'Ottavia, erected by O. Augustus in 149 B. C., in honour of his sister, and cleverly restored by signor Bettochi in 1868, with the aid of portions discovered during the excavations; and C. Lombardi's Palazzo Costaguti, containing fine frescoes. It stands on the small Tartaruga square, adorned with G. d. Porta's charming fountain. The 4 *figures in bronze are by T. Landini (Fl.). — Now return to the Via Araceli, and follow it to the Piazza, where you will find the flight of steps leading upward to the P. del Campidoglio, the Museo Capitolino, and the church of S. Maria in Araceli, all on the Capitol hill, forming, with the Forum beyond, the great centre of R. history. The stairs show two huge Egyptian lions, copies of those in the museum above, and the colossal statues of Castor and Pollux. The Piazza shows statues of Const. Augustus, Constantine Cæsar, Rienzi; the *equestrian, bronze statue of M. Aurelius; the so-called trophies of Marius in marble; and two columns, denoting the 1st and 7th mile of the Via Appia. — The Palazzo Senatoriale, containing the municipal hall and offices, and with M. Angelo's *staircase, G. d. Porta's façade, also a tower (1572), which affords a striking survey, stands upon the spot of the Tabularium, were the R. laws were kept, a sample of which, engraved on stone, is shown in the museum. The latter (Museo Capitolino and Palazzo dei Conservatori, open daily; 50 c.) occupies two buildings by the side of the Palazzo Senatoriale, dating from Clement XV, and originally constructed from the designs of M. Angelo. The Palazzo dei Conservatori contains the new *Capitoline Museum, the receptacle of numerous, valuable "finds" among the ruins of the immediate neighbourhood, and of some good pictures (*Guercino, Rubens, P. Veronese, etc.). The sculptures include *the well-known "Shepherd", withdraw-
ing a thorn from his foot, the Esquiline Venus, and the famous old *Capitoline "She-wolf", suckling Romulus and Remus. The twins, however, are modern. The Museo Capitolino is, perhaps, richer still. It has the well-preserved *Capitoline "Venus", a matchless masterpiece of Greek art, discovered near the Quirinal; the "Dying Gladiator", superbly touching in its pathetic simplicity; the "Faun" of Praxiteles, and that of Hadrian's villa, besides very many other beautiful statues, bronzes, various antiquities, etc. An even cursory inspection takes a good part of one day. Note the busts of Roman emperors and famous Greeks (*Homer), sarcophagi, inscriptions, mosaics, bas-reliefs. In one sarcophagus, known as that of Alexander Severus, was found the renowned *Portland vase, a magnificent and unique specimen of ancient cameo cut-glass, formerly in the Palazzo Barberini, and now a glory of the British Museum. — Behind the Palazzo dei Conservatori lies the presumed site of the Tarpeian Rock, from which all traitors and enemies of Rome were precipitated. — Returning to the Piazza del Campidoglio, ascend by a flight of marble steps to the Chiesa di S. Maria in Araceli (see p. 352), very ancient in its origin, no doubt, but almost entirely rebuilt in the beginning of our century. Its three aisles are divided by 22 antique columns of various workmanship. The oldest altar is supposed to have been erected by Augustus, and to mark the spot where the sibyl spoke to him. Hence the name of this church ("from Heaven's altar"). It has frescoes, tombs, and the bones of S. Elena in a venerable urn of porphyry under the altar of her chapel. But the greatest curiosity is the Santo Bambino, a wood en image of the infant Jesus, beautifully dressed and jewelled upon festive occasions, especially at Christmas, when a crowd of children sing and pray at it in the body of the church. At other times, though always adored, it peacefully remains with its parent dolls in the Bethlehem chapel. My irreverent Scotchman (p. 268) solemnly opined that this "is idolatry, pure and simple". The Franciscan monastery belonging to the church was demolished in 1888, to make room for Sacconi's colossal and costly monument to V.
Emanuele. — The street to the left takes you to the *Forum Romanum (Foro Romano), an oblong space of nearly 3 acres, stretching forth between the Capitoline and Palatine hills, originally a meadow, afterwards a meeting-place of the people, covered with magnificent buildings (temples and palaces), surrounded by shops, and traversed by the Via Sacra. The whole was subsequently destroyed and covered up. Even the name had disappeared. It is now a somewhat dreary, yet imposing, wilderness of ruins, much increased by recent excavations. These are still being pursued, and jealously guarded against the purloining tendencies of alien curio-hunters. The quaint Prigione Mamertina, a very ancient Roman prison, where St. Peter is supposed to have been confined, and to have created a holy spring (shown), for the purpose of baptising his goalers, but where illustrious prisoners of the Romans, like Jugurtha, have undoubtedly ended their days, offers a good view of the Forum from the church of S. Giuseppe de' Falegnami, built above it. Some of the ruins below are still impressive, as those of the temples of Saturn, Vespasian, Concord (366 B. C.), Vesta (near the palace of the Vestals); Cæsar, Castor and Pollux (484 B. C.) — a famous temple, where the Senate frequently held its sittings — and *Faustina; the restored colonnade of the twelve gods, the rostra of J. Cæsar, the arches of Titus and *S. Severus, etc. Of the triumphal arch of Augustus and the vast basilica of Julia, constructed by J. Cæsar in 46 B. C., and retraced in 1882, only the foundations remain. But the marble column of Phocas, erected in 608, and the original milestone of the Romans, are shown. At the foot of the Palatine hill, by the side of the arch of Titus, are the imposing remnants of the basilica of Constantine, whose arches have frequently served as models. — The Palatine hill itself is covered with the remains of the emperors' palaces, those of *S. Severus' palace being conspicuous, and affording a striking view over the Forum and the *Colosseum. This gigantic amphitheatre, which Vespasian began and Titus completed in the year 80, forms a noble bounder to the Forum on the s. side, but is not so well preserved as the
amphitheatre at Verona (p. 301). Yet it is infinitely larger than the latter, and could hold well nigh 100,000 spectators. It was opened, it is said, by "games" which lasted 100 days, cost the lives of "thousands of gladiators", and of 5,000 wild animals. The Romans that enjoyed this kind of "sport" must have been little better than the beasts they slew, but the Scotchman, previously referred to (p. 268), upon hearing the figures quoted, repeated his query: Is that so? And no one answered him! The Colosseum, for a long period in the 12th and 13th c., became the stronghold of ambitious R. families, and under the popes underwent important repairs. It stands upon land that at one time formed part of Nero's garden. This garden, and the palace to which it belonged — the famous "golden house" — have long since disappeared, also Zeno- doros' gigantic statue of the naughty emperor as
"sun-god". Only the substructure remains. The baths of Titus, well worth seeing (1 lira), are on one side of the Colosseum, and likewise cover part of Nero's grounds.— On the other side of the Colosseum rises *Constantine's beautiful Arch, erected to record his victories. It is in good preservation, and has 3 arches and 8 Corinthian columns. — When the Forum became overcrowded, other fora were laid out to the E. of the Forum Romanum; thus the Forum Julium, the fora of Augustus, Pax, Nerva, and Trajan. In the Forum Aug., now in course of excavation, a part of the outer wall, a massive archway, and three columns of the Mars Ultor temple remain; in the forum of Nerva, 2 columns, and less than that in the fora of Pax and Julius. The forum of Trajan must have been the grandest of all these fora. To it belong the *remains of the large Basilica Ulpia, Trajan's temple, and the magnificent column, formed of 34 blocks of marble which enclose a staircase, leading to the summit, formerly adorned with a statue of Trajan, since replaced by one of St. Peter. Covered with bas-reliefs, to illustrate Trajan's victories over the Dacians, this column, formerly provided with an outer staircase, is not only a marvellous work of art, but also a historical record of great value, as it faithfully depicts the science of war in those days. The bas-reliefs are believed to exhibit no less than 2,500 human figures alone, apart from horses, etc. — Leaving the Colosseum, take the Via S. Giovanni in Laterano. It passes the curious and noteworthy *church of S. Clemente, really a double church, viz. an old church built on the top of an older one. Continue the same street. It goes in a straight line to the church of S. Giovanni in Laterano, the most important of R. sacred edifices, nay the premier church of Catholic Christendom. Founded by Constantine, who gave the palace of the Lateran family to the pope, it dates, perhaps, further back than St. Peter. It is the pontiff's cathedral, and stands in the square of S. Giovanni in Laterano, adorned with an *Egyptian obelisk in red granite, erected by Sixtus V in 1588, and considered the finest obelisk at Rome. It shows numerous hieroglyphics
and is nearly 100 ft. high. The church, having been destroyed by a fire in 1308, was rebuilt by Clement V. His successors embellished it. Galilei's façade dates from 1734, and other parts are even more modern. You enter the edifice, which has numerous monuments, pictures, and frescoes, also a fine cloister, by either of four doors. The fifth, the Porta Sante, remains closed and is only opened in an anno santo. See the loggiato, with the colossal statue of Constantine, the rich Corsini chapel, etc. The Museo Lateran (open daily), founded by Gregory XVI, and rich in ancient sculptures, mostly from the forum of Trajan (statues of Antinous, Neptune; Sophocles; "Dancing Faun", etc.), is in the Lateran Palace, standing upon "neutral" ground, like the Vatican; the Museo Sacro, containing Christian antiquities and a few pictures, collected by Pius IX, equally so. — Near the Battistero Lateranense, said to have been founded by Constantine (who may even have been baptised there), and containing frescoes, an antique urn of green basalt (now used for a font), statues, etc., rises the far-famed Scala Santa of 28 marble steps. Erst it formed part of Pilate's house, and Christ ascended and descended it many times. The empress Helena imported this staircase direct from the E. My Scotchman said (p. 268)...., but never mind what he said, the people believe it, and that is the point. No one would presume to mount those sacred steps to the holy chapel above, which holds the picture of our Saviour, attributed to St. Luke, except on his knees, offering up prayers all the time. For other up-going mortals a special, outside staircase has been considerately provided. — The Villa Massimi, once close by, has long since disappeared to make room for new buildings. Its "casino," with well-known frescoes by Overbeck, Schnorr, etc., remains inaccessible. — To the right of the Piazza di S. Giovanni in Laterano, the Via Merulana, almost skirting the large and well laid out Piazza V. Emanuele (with some old ruins), runs to the Piazza di S. Maria Maggiore, and to the church of the same name, also called Basilica Libera, situated on the Esquiline hill, 177 ft. above sea-
level. The Piazza has a fluted column of 58 ft., with a bronze Virgin. This column belonged to the basilica of Constantine. The oft restored church dates from the 4th c. and is the largest of the 80 R. churches dedicated to Mary. It has 5 doors, one walled up, like the Porta S. Giovanni in Laterano (see p. 357), 3 aisles, 36 Ionic columns of white marble, fine mosaics, numerous tombs of popes, etc. See the Cappella Sistina beautifully restored, and the Borghese tombs in the crypt. — To the S. W. of S. Maria Maggiore lies S. Pietro in Vincoli, an old church (442), chiefly visited for the sake of that superb *memento by M. Angelo, the renowned and gigantic “Moses”. The mediocre monument itself, in honour of pope Julius II, is by del Bosco. There are pictures by Guercino and Domenichino. — The Via Depretis runs n. from S. Maria Maggiore, crossing the broad and almost ever lively Via Nazionale, the most dangerous rival of the Corso (p. 349), and the Via del Quirinale. In turning into this, you soon reach the Piazza del Quirinale (from Quirinus, who had a temple here), built out since 1870, and formerly called Monte Cavallo, on account of the two colossal groups of men and horses, the masterworks of obscure Greek sculptors, that adorn it. A large fountain basin of oriental granite and an obelisk of red granite, aforetime at the mausoleum of Augustus, are also here. The groups once stood before the baths of Constantine. Maderna’s Palazzo del Quirinale (1574), at one time a papal residence, but now the King’s palace, may be visited in some portions (daily; 1 lira). It offers, however, little to attract the outlander, except a selection of good modern paintings, mainly Italian. In the Via del Quirinale you will also find the Palazzo Rospigliosi (1603), the ceiling of one of whose principal rooms, in the „casino“, has G. Reni’s glorious „Aurora.“ In the same apartment are some Brills and a superior Van Dyck.

Now, if you please, we will make toward the Tiber by the Corso V. Emanuele, the new continuation of the Via Nazionale. It takes you in a gentle curve to the Ponte S. Angelo. Cross by this ancient bridge, built
by Hadrian in 136, renovated by Bernini in the 17th c., and again restored in 1892, to the Castello S. Angelo, that venerable mausoleum which Hadrian built up for himself and others. It had formerly many outside statues, but these were destroyed in a siege. Of the statue of Hadrian that crowned the round tower only the head was saved for the Vatican museum, and his statue itself has been replaced by Giardoni’s bronze “Archangel”, from which the modern name has been derived. The popes fortified the so-called castle, and it is still a fortress; therefore, a military permit has to be procured before you can see the interior. The Piazza Pia adjoins the Castello, and from there you can soon work your way to the grand Piazza di S. Pietro in Vaticano, an elliptical amphitheatre built by Bernini on the site of Nero’s circus, with a double colonnade of 284 columns in 4 rows. Numerous statues, surrounding an Egyptian obelisk of 72 ft., brought over by Caligula. The Doric colonnade forms an imposing introduction to the largest, and, to many minds, most beautiful church in the world:

St. Peter (San Pietro in Vaticano),

rising upon the site of Nero’s massacres of Christians, upon that of St. Peter’s grave, and of Constantine’s basilica. It was Nicholas V who resolved to replace the latter by a stupendous temple, which it took 120 years to build, and three centuries more to complete. The cost must have been fabulous. Various architects were employed by successive popes, but after all this vast edifice bears the imprint of M. Angelo’s genius. He designed the cupola, and the greatest artists contributed to the everlasting beautification of this peerless temple. They made it a pantheon. The dimensions of the building are these: interior length, 615 ft.; width of e. front, 396 ft.; height of dome, from the pavement to the cross, 426 ft.; width of transept, 417 ft. There are 5 doors, one with Buonvicino’s bas-relief (Christ handing the keys to St. Peter). The lofty façade has 8 columns and 4 Cor. pilasters, 7 galleries, 6 niches, and an attic, showing the colossal statues of Christ and his apostles. The outer doors lead into a high and beautiful vestibule, giving access to the 3
naves by other doors, one of which always remains closed, and is only opened in the holy year. Above the principal entrance, Giotto's famous mosaic. The interior contains 46 altars, many magnificent monuments, like Canova's tomb of Clement XIII, M. Angelo's statue of the madonna, with Christ lying dead on her lap, etc. Under the majestic dome, supported by 4 arches and 4 pillars, note the canopy covering the Tomb of St. Peter and St. Paul, showing their statues and Canova's "Pius VI". The great Statue of St. Peter is the object of constant veneration, thousands of women, and even children, coming to kiss his big toe. The Chair of St. Peter, behind his tomb, which chair remains enclosed within another of bronze, is likewise much revered among the Faithful. Note the high-altar, where the Pope alone celebrates mass, and Bernini's gilt bronze baldacchino over it. Ascend the galleries around the dome. They hold in the chapels the most valuable relics. Others, equally valuable, are shown (for a consideration) in the Treasury, which forms part of the Sacristy. They include some magnificent presents to the popes. See the crypts, and do not forget the superb mosaics, which everywhere cover the walls, and have been manufactured in the famous workshops of the Vatican. Among the most notable Chapels are those of the Piety (with the monument by M. Angelo, already referred to, and Fontana's Christina of Sweden tomb); S. Sebastian; the Holy Sacrament; S. Gregory (designed by M. Angelo); Clement VIII (containing Thorwaldsen's mausoleum of Pius VII); the Presentation (near which stands Canova's noble Stuart monument), etc. A book of the scope of this guide does not pretend to give even an outline of what St. Peter at Rome contains. Repeated visits are indispensable to get so much as a general idea.

St. Peter, by the law of so-called "guarantees" (1871), belongs to the special domain of the Pope. It is not legally, situated in Italy at all, and the Vatican, the walled residence of his Holiness, likewise the grandest museum and library in the world, pertaining to it, have the identical privilege. The same applies to the papal villa at
Castel Gondolfo. The Italian frontier is readily indicated by the royal sentries on the one, and the papal Swiss guards on the other side. Admission to the Vatican (from the vaticinia, or oracles, delivered here), regulated by permits and fees, can be effected every weekday except Saturday, and even on that day, sometimes, "il y a avec le Vatican des accommodements". The private apartments of the Pope, overlooking a large and lovely garden, in which he may be seen, now and anon, driving or walking on fine days, are seldom shown, and the ordinary permits only apply to the museums, library, and Sixtine chapel. The three-storied palace of the

Vatican,

which dates from the 8th c., stands upon the V. hill, contains 20 courts, 208 staircases, over 10,000 rooms and halls, covering many acres of ground; it is a puzzle and a marvel, and I am puzzling and marvelling how to do it full justice in a few lines. Well, I will just make an attempt, premising that repeated visits in the case of the V. are even more necessary than in that of St. Peter.

One of the chief glories of the V. is the Sixtine Chapel, built by Pintelli for Sixtus IV in 1473, and containing M. Angelo's frescoes, completed in but 22 months. The most famous among them represents the "Last Judgment", a gigantic composition, which has unfortunately suffered through damp and smoke. Other frescoes are by Perugino, Botticelli, etc. The Sixtine chapel, whenever possible, should be seen in the holy week. Formerly, on all festive occasions, the lower portions of the walls were covered with the beautiful tapestries, for which Raphael furnished the cartoons (1515—6), now at the S. K. museum in London. The tapestries are at present in the Galleria degli Arazzi (from Arras in the Netherlands). They were made at Brussels, and represent scenes from the N. T. The Vatican museums are filled with Raphael's wonder-works. Some of his wall-paintings may be admired in the so-called Loggie, or galleries above the garden, erected by himself for Leo X; that is to say, he furnished the
sketches for his pupils to execute in colours. But Raphael's highest effort and mastery are seen in the Stanze, adorning the walls of the State-apartments of Julius II and Leo X (1508—1520). The rooms are called after the principal frescoes by Raphael: "Stanza dell' Incendio di Borgo", etc., although part of the work was done by his pupils and others. As in the "Last Judgment" by M. Angelo, many of R.'s visages are portraits of contemporaries. This is, for instance, the case in the renowned "School of Athens". — The Museums of the V. include the Chiaramonti, containing a large collection of ancient sculptures, formed by Pius VIII; the Museo Egizio, the Museo Etrusco, and the Pio-Clementino, founded by Clement XIII, Clement XIV, and Pius VI. In the latter are the "Torso di Belvedere", the "Mercurio di Belvedere", the "Apollo di Belvedere" (found in the 15th c.), and the "Laocoon" group (discovered in 1506) — far-famed ancient works all. Of the "Laocoon", indeed, M. Angelo spoke as the "miracle of sculptural art". This part of the V. is styled "Belvedere", from a balcony in the Rotondo, where one enjoys a beautiful view of Rome. There are numberless statues, heads, sarcophagi, bas-reliefs, vases, etc. Visit also the Museum of Christian Antiquities, with many "finds" from the Catacombs. The combined museums of the V. form, without doubt, the most wonderful collection of antiquities in the world. And then there is the famous Picture-Gallery! Founded by Pius VII, it is small, yet it holds some works of the first order, notably several Raphael's ("Transfiguration on Mt. Tabor", his last great picture, partly the work of his pupils; "Madonna of Foligno"; "Annunciation"; "Faith", "Hope", and "Charity"; "Crowning the Virgin", completed by his pupils). There are also splendid examples of Guercino, G. Reni, Tizian ("Madonna of S. Niccolò"), Murillo ("Marriage of St. Catherine of Alexandria"), L. da Vinci, etc. — The Library, with its many works of art, mostly presents to the popes, should not be omitted. It holds 200,000 v. and over 25,000 MSS., many rare ones, many of great historical value, if their
perusal were allowed. For other features of the V., I must refer you to the books enumerated on p. 345. — The V. Council was held in 1869—70, and pronounced the pope infallible in matters of faith.

From the V., it is an easy distance to the Lungara, with the *Villa Farnesina, constructed for the papal banker Chigi (1506), afterwards a summer residence of the Farnese, and now the property of the late kings of Naples. It contains the magnificent frescoes, by G. Romano and F. Penni, after Raphael’s designs, to illustrate the story of Psyche. The villa is only accessible twice a month, in winter, by special permit. Close by, the Palazzo Corsini, with a museum and a library, also a fine garden. The adjoining quarter of Rome is Trastevere, inhabited by “the descendants of the descendants of the real Romans”.

**Environs of Rome.**

You ought to visit the *Villa Albani* (accessible on Tu. and Fr., by special permit), outside the Porta Salara. Built for the card. A. Albani in 1760, and at present belonging to Prince Torlonia, it contains in the casino a fine collection of remarkable antiquities. — An excursion to that ancient military road, the Vía Appia, constructed 312 B. C. by the censor Appius Claudius Cæcus, and running to Capua, afterwards to Brindisi, is highly interesting, especially after the excavations of 1850—53. It is reached through the Porta S. Sebastiano. Striking view over the famous and malarious Campagna, an undulating, volcanic plain between the sea and the Sabine mountains. Inspect the ancient tombs, those of Cæcilia Metella, Seneca, etc., being the most remarkable; the Catacombs, where the early Christians celebrated their mysteries, and which are as extraordinary as the main sewers (Cloaca Maxima). Here are also the remains of Maxentius’ Circus (311), seating 18,000 spectators. Upon your return, visit the magnificent Basilica di S. Paolo, founded by Constantine, extended and embellished by his successors, destroyed by fire in 1823, and rebuilt by Leo XII. The n. façade and the interior, with its
80 Cor. columns, though still a little bare, are of beautiful proportions and show splendid mosaics. The old papal altar rises in the middle of the nave, covered by a baldacchino resting on 4 porphyry columns. Under the altar lies a portion of the ashes of St. Paul and St. Peter. There are many chapels, the one underground containing numerous relics of martyrs. To the same church belonged an antique and now secularised Benedictine cloister, with exquisitely wrought columns. Beyond, stands the Abbadia delle Tre Fontane, three churches on the spot where the head of St. Paul fell and, "jumping", caused 3 fountains to rise. This excursion may well be combined with a visit to the Baths of Caracalla (1 lira), among the finest of their kind. They were begun by Caracalla (3rd c.), completed by Heliogabalus and A. Severus. They must have been immense, 1,600 persons being able to bathe together in the midst of terraces and beautiful statuary. Leaving these baths, re-enter Rome by the Porta S. Paolo, after inspecting the Protestant Cemeteries, where many well-known Englishmen (Keats) lie buried, also the tomb of Cestius, surmounted by a lofty pyramid covered with white marble.

Outside the Porta S. Lorenzo, visit S. Lorenzo fuori le Mura, founded by Constantine in 330, and finally renovated in 1864 by Pio Nono. The primitive basilica has been preserved. Massive columns of oriental granite and violet marble. Ancient pontifical seat. Mosaics. Papal altar, with the ashes of St. Lorenzo, whose statue adorns the piazza underneath. Lovely cloister.

Other excursions should be undertaken to

1. Albano (6,000 inh. Hotels: Europa, with café; Russia. — Restaurant: Salustri), a favourite summer resort, 1,250 ft. above the charming lake of A. You can reach the place by steam tramway direct (1 h.), or go by rail (line to Naples) as far as Cecchina (40 min.), thence to Albano by tramway. I advise you to go by the former route, get out at Castel Gondolfo, where the vast papal palace (now a nunnery) stands, and walk from there, along the lake and the beautiful
Galleria di Sopra, to Albano. Many excursions may be made into the *Albanese mountains (grand views from the Rocca di Papa and the Monte Cav o, 3,130 ft.), or you can walk to Frascati (7,500 inh. Hotels: *Frascati; Londra) in about 2½ h. In the latter case, you should return to Rome by rail direct (45 min.). Frascati has a lovely situation, with many villas, under the ruins of Tusculum, where the elder Cato was born and Cicero loved to dwell. Cicero's villa, the amphitheatre, and the theatre are passed on the way to the ruined town. Fine view from the arx on the top of the hill.

2. Tivoli (8,000 inh. Hotels: Regina; Sibilla), reached by rail in 1½ h. The ancient Tibur, beloved by the Romans, lies picturesquely between the Monte Riboli and the Monte Catillo. Horace and Catullus, Zenobia (in her captivity), Augustus, and Hadrian lived here, the latter in his magnificent "villa", whose ruins, covering a large area, yet proclaim its splendours. They lie outside T. and included a vast palace, surrounded by museums, temples, and theatres. Their varied and exquisite statuary now adorns the principal museums of Europe. At T. also are the temples of Vesta and the Sibyl, perhaps only one and the same, dedicated to Hercules. The principal building was a circular one, with a Corinthian portico. From here, fine view on the *falls of the Anio, which generate the current for the electric light at T. and Rome.

3. Subiaco (22 m. from Rome), built on the site of Nero's villa, with its 3 artificial lakes, turned into as many interesting monasteries, in one of which (S. Scolastica) the first Italian book was printed.

4. Palestrina (22 m. from Rome), with many interesting ruins.

5. Ostia (15 m. from Rome, near the mouth of the Tiber), the port and arsenal of the old Romans. It also has wonderful ruins of palaces and temples, and admirable mosaic pavements in the baths.
Thirty-first Route.

FROM ROME TO NAPLES.

(161\(\frac{1}{2}\) miles in 5\(\frac{1}{4}\) h. Rete Mediterranea).

The landscape between Rome and Naples is not considered attractive by the majority of travellers, and that is the reason why they usually take the night train in both directions. Sleeping-cars provided. You pass (26 m.) Velletri, cradle of Augustus and of good wines; (85 m.) Aquino, birth-place of Juvenal and Th. Aquinas; (92\(\frac{1}{2}\) m.) Cassino, station for the renowned and finely situated Benedictine monastery on the Monte Cassino, 1\(\frac{1}{2}\) h.'s walk. Founded by St. Benedict in 529, and 4 times destroyed by fire, it became a famous seat of learning. It is now a seminary, containing a picture-gallery and most valuable archives. Further on: (134\(\frac{3}{4}\) m.) Capua (16,000 inh.), on the Volturno, near the battle-ground upon which Garibaldi and the Piedmontese defeated the king of Naples in 1860, and near Santa Maria, the site of old Capua, where Hannibal wintered and wasted after Canæ (216 B. C.), and where there was a vast amphitheatre. Gaeta, the last stronghold of Francis II in 1861, is reached by a branch line. It is still an important fortress, in a magnificent situation on a bay, to the beauties of which Horace and Virgil have done full honour in their time.

As we approach Naples through the fertile plains of the Campagna Felice and the Terra di Lavoro, we commence to perceive Vesuvius and Ischia, even before Caserta, the Versailles of Naples, with a stately chateau of the former kings. C. is the junction for Benevento and Foggia (p. 326), also for Castellammare, beyond Vesuvius.

161\(\frac{1}{2}\) m. Naples (512,000 inhabitants), in Italian Napoli, in German Neapel, the Greek Parthenope and Neapolis (Newtown), built out of Kyme (Cumæ), founded as early as 1056 B. C. After various vicissitudes under Romans, Byzantines, its owns doges, Normans, Germans, and Bourbons, who in king Bomba had their last royal representative, Naples, from a capital, in 1860 became a mere provincial town of united Italy. Although the number of its inhabitants have not risen, its progress during the last three decades has been enormous. It has been a thirty years' war
VEDI NAPOLI
against overcrowding, bad water, and incrusted filth. In point of sanitation, N. was the worst managed city of Europe; and who could wonder that the Neapolitans coined their rather sinister adage: "Vedi Napoli e poi muori?". The morire there was too often the result of the vedere! But "nous avons changé tout cela". Slums have been removed, old streets widened, a host of new streets constructed, especially on the outskirts; schools too. Good water has been provided since 1885. Altogether, the Naples of to-day is a different place entirely from what it was thirty years since, and old travellers would fail to recognise it. Naturally, much remains to be done. There is still a superabundance of narrow, dirty lanes, the so-called salite and calate, and folk, and children. Ah! those dear N. children, sweet compounds of the future tense, ice-vendors in nubibus, vagabonds, yea lazzaroni, in posse — how noisy and noisome, how cheery and smutty they are! Verily, the lazzaroni, for that picturesque race of browny ne'er-do- weels may yet be found in a few, choice specimens, if only at the Museo Nazionale — unkempt, gay, and impudent, like the vetturini and the batello-men. And, if you are fond of macaroni, do not go and see it made at Portici, headquarters of the Masa- niellos, for you would regret it, and evermore lose your taste for the slender, doughy tubes. But then, can you forget that Augeas too had to cope with stables not cleaned for thirty years? The situation of N., on that lovely blue bay, with Capri and Ischia, and under the shadow of its three forts: Castel del' Ovo, Castel Nuovo, and Castel S. Elmo, smoky Vesuvius in the distance, is so well known that it scarcely wants recalling. But glorious as the position of N. is, it cannot be at all compared to the Bosphorus, which is unique in its varied and ever-changing aspects. To see popular life at N., proceed to Portici along the quays, or walk through the busy Toledo, otherwise Via di Roma. You will be struck by the height of some houses, and by their fanciful appearance in the fruit season, when it is the practice of the inmates to hang out succulent melons, grapes, peaches, etc., in large quantities against the outer walls, to ripen or dry. As in Rome, you will see, in the populous quarters, the public doctors (quacks), readers, and writers at work, the latter penning the ignorant maiden's love-letters, or what
The harbour has been improved of late, and the largest ocean-vessels can now safely anchor. Beyond the Piazza del Municipio, the great Molo projects into the bay, separating the Porto Grande from the military port. Fine view from the light-house (1 lira). N. is the birth-place of L. Giordano, Salvator Rosa, and Mercadante (statue). Compare: "Rambles in Naples"; Hare's "Cities of S. Italy and Sicily".

Hotels: *Bristol; Tramontano; Britannique; *West-End — all four in the upper town — ; *Grand; *Gran Bretagna; de la Riviera; de la Ville; Vittoria; Hassler; *Royal; *Métropole; *du Vésuve — all on or near the quays, with sea-view. The larger hotels are all good, but rather dear in the season, viz. the early spring. Less pretentious: de l'Univers; de Genève; d'Orient; de Naples. — Numerous Pensions. — Restaurants: Gambrinus (also café); Giardini di Torino; Regina d'Italia; Grand (also café); Monaco; Starace (also café). The most frequented cafés and restaurants, where Italian cookery is the golden (?) rule, are in the Toledo, the new Galleria Umberto I, the Corso V. Em., the Posilipo, etc.

Cabs: within the town limits, as per tariff, which is seldom enforcible by a timid tourist over against the extortionate, abusive drivers, whose jargon he cannot comprehend. The Neapolitan vetturini are the most evil in Europe, and their insolence is only surpassed by the impudence of the boatmen. At times, I have found expletives of a genuine character, accompanied by energetic foot-stamping, more efficacious than an appeal to the nearest policeman. Open, 1-horse carriages, per corsa, 70 c.; 1st h., 1½, e. succ. h., 1¾ lira; closed ditto, per corsa, 1; 1st h., 2, e. succ. h., 1½ lira; 2-horse carriages, 1st h., 2.20; e. succ. h., 1.70 lira. Higher fares after midnight and on Sundays, also on festival-days. Outside the town boundaries the time-fares are 2½ lire for 1-horse, and 3½ lire for 2-horse carriages. The best plan is to bargain beforehand, yourself, if you can; through a concierge, if you must. Hotels usually charge 25 lire for a day ("drink" extra).
Tramways (some with steam power), through the city to various points. — Funicular railways to the Vomero and on Vesuvius (p. 378). — Rowboats: 1st h., 1½; e. succ. h., 1 lira (tariff wholly unreliable). — Photographs at *Sommer’s, who has the largest and finest stock.

Railway Stations: Stazione Centrale, on the e. side of Naples (for trains to Rome, Foggia, Pompei, etc.); Stazione Cumana, Monte Santo, for trains to Pozzuoli, Bajæ, Cumæ, Capo Miseno. — Steamers to Ischia (p. 381), Capri (p. 374), Sicily (p. 382), the principal coast-towns, Marseilles, the Levant, Egypt, India, etc. — Post-Office, Strada Monte Oliveto.

Theatres: S. Carlo, one of the largest in existence; room for 6,000 spectators; Nuovo (comic opera), Toledo; Bellini, Via Bellini; Rossini (farces); Sannazaro (dramas), Strada di Chiaja.

British Consul and Vice-Consul; American Consul. — English Ch. service: Strada S. Pasquale; Scotch, Cappella Vecchia; Wesleyan Meth., Strada di Chiaja.

Principal Attractions. I have “done” Naples and its surroundings in seven days, as follows — 1st day: Churches. Duomo. S. Elmo. Villa Nazionale; 2nd day: Capri; 3rd day: Sorrento; 4th day: Pompei; 5th day: Vesuvius; 6th day: National Museum; 7th day: Posilipo. Bajæ. Cumæ. Ischia. Of course you may do it in less, but not comfortably. You will note that I have put Pompei before the National Museum. This is necessary, because you should first see the place where the treasures have been found, and afterwards the treasures themselves. Herculaneum is scarcely worth a visit, especially if you have been to Pompei.

Now I propose guiding you round in accordance with the above program. Start from the Piazza del Plebiscito. That big building is the Palazzo Reale (open Su. and Thurs., by special permit), built in 1600, and many times enlarged. It has a fine staircase, throne-hall, and dining-room, much statuary, and several pictures. Striking view toward the harbour from the terrace. The castle adjoins the Teatro S. Carlo (1737). Work
round it, past the new *Galleria Umberto I, as magnificent as its prototype at Milan (p.270), to the Castel Nuovo, built by Charles I of Anjou in 1283, and erstwhile the residence of the N. kings and viceroys. Its principal ornament is P. di Martino's *triumphal arch, erected in the 15th c., to commemorate the entrance of Alphonse I of Aragon. The large square is the busy P. del Municipio, with the fine town-hall, and a monument to V. Emanuele. The square leads to the harbour (p.370). Returning, take a short cut to the Via Toledo, the main artery of N. life, and 2 m. long. It goes in a straight line to the Museo Nazionale, which you pass, in order to continue your route towards the Palazzo di Capodimonte (1738—1839). This royal palace, situated on a height, has a few pictures, and specimens of the famous porcelain that was formerly manufactured in the royal factory. The views from the large park, surrounding the palace, are varied and charming. — Go back to the National Museum, and there turn to the left. Follow your street until it reaches the Via del Duomo, on your right. The cathedral, still in course of extensive repairs, is a little way down, beyond the Museo Filangieri (arms, curios, porcelains), open every morning ($\frac{1}{2}$—1 lira; free on Sat. a. Tu.). — The duomo, dedicated to the ever-famous San Gennaro, dates from 1294—1314, was destroyed by the earthquake of 1456, and rebuilt since. It contains several monuments, a Perugino, the basilica Santa Restituta, with mosaics and Cor. columns that probably came from an Apollo temple, and (under the high-altar) the tomb of S. Gennaro (St. Januarius), the bishop of Benevento, who died a martyr in the year 305. His chapel (Cappella del Tesoro), erected in 1608—37 at a cost of one million ducats, is the most interesting object in the sacred edifice. It holds 8 altars, 42 columns of brocatello, a rich treasury, and several Domenichinos. In this chapel, three times a year (May, Sept., and Dec.), the extraordinary miracle of the liquefaction of the saint's blood, kept in a special phial on the high-altar, takes place in the presence of a vast crowd, principally
hysterical old women, who keep on yelling until the caked blood in the phial commences to flow. It is a spectacle worthy of the Olympian gods. Interested and reverential foreigners are readily admitted into the sanctum sanctorum, where they are also allowed to view the magnificent presents made to S. Gennaro in the course of centuries, but that Scotchman (p. 268) had better not ask for permission to enter, unless he be prepared to stifle his query. — By continuing the Via del Duomo, you arrive on the quay, near the church of S. Maria del Carmine, with the tomb of Conradin, the last Hohenstaufen, decapitated in 1268, and his monument by Schöpf, after Thorwaldsen. — Leaving the duomo, you may cut your way through to the Via Toledo, and to the Castle of S. Elmo (14th c.), but far better retrace your steps to the National Museum, and take the beautiful *Corso V. Emanuele, which winds round the S. Elmo hill, offering splendid vistas towards town and sea. The castle, encircled by enormous walls, now serves as a military prison. The former Carthusian *monastery of San Martino (open daily, 1 lira), commenced in 1325, and completely reconstructed in the 17th c., is very rich in ornamentation and decorative art, pictures, etc. Church, showing L. Giordano's frescoes. Museum. Fine panorama from the Belvedere. Steps lead from the above-named Corso to the Riviera di Chiaja, north of the Villa Nazionale, beautiful promenade laid out in 1780. On fine afternoons and evenings it is full and brilliant (music), whilst carriages line the Via Caracciolo beyond, which runs along the bay. Here you should end that first day, by visiting the splendid *Aquarium (open daily, 1—2 lire), the most serious institution of its kind, full of strange creatures from the deep, or walk westward along the Strada di Piedigrotta, which leads to the Grotta Nuova di Posilipo. This new tunnel through the hill, constructed in 1880—85, has room for carriages and the tramway, and replaces the grotta vecchia, now closed. Near the entrance is the supposed Tomb of Virgil, that cannot be seen even by the believers in its genuineness. The beautiful
Strada Nuova di Posilipo avoids the tunnel, and winds along the sea-shore, and above it, past villas numerous and charming, and with glorious peeps towards the sea. Do not on any account fail to drive or walk over this road.

The second day you should devote to Capri, starting by a morning steamer, which, leaving the Castello dell'Ovo at nine, touches at Sorrento only, and arrives off Capri about mid-day. The afternoon steamer, departing at three from the Immacolatella, stops at all intermediate stations on the coast. Of course, if you want to study the people and the lovely coast scenery, that is the steamer to go by. But, in such case, you must reckon a day more, as you will arrive at Capri too late to see anything on the evening of your arrival. Remember, there are no piers anywhere, and the landing (or embarking) in small boats, if the weather be at all rough, is far from pleasant. It may even be dangerous on the rocky shores. But the sail, under the azure canopy of the Mediterranean heaven, through soft billows, as blue, and with the glorious surroundings, is a feast for the eye and mind never to be wiped out from living memory.

Capri (the ancient Capreæ) is a small and fertile island of 3¾ sq. m., peopled by some 5,000 inhabitants, who manage to make a very good living out of their grapes, yielding excellent red and white wine; quails, caught in thousands, while on their way to or from "Afric's burning shore"; and 30,000 annual migratory bipeds from everywhere. C. was a well-known Roman health-resort. Dyspetic Augustus and Tiberius stayed here, the latter 10 years. He built 12 villas, baths, and aqueducts, whereof some ruins remain, and amused himself, it is said, by having slaves and others thrown into the sea over a precipice, just to watch the effect, "don't cher know". It is called "Tiberio's Jump" to this very day. The island is mountainous. On the s. w. side rises the Monte Solaro (1,918 ft.), crowned by a ruined castle, with a very fine panorama. The top is reached in 1 h. from Anacapri (2,000 inh. Hotels: Paradiso; Convento), the second town of the island, lying high on the w. coast. A beautiful, rock-hewn,
winding road leads from the so-called Marina on the n. side, where the steamers usually anchor, to Anacapri, past Capri town itself (2,800 inh.) which lies on a saddle, between Anacapri and the Monte Tiberio, the latter showing the remains of the T. villa, the "Jump" above-named, and a natural arch (Arco Naturale) of great beauty. Along the Marina and in Capri are the chief hotels: *Grande Bretagne; Bristol; Bellevue; du Louvre, in the former; *Quisisana; Pagano; Continental; France, in the latter. Carriages, donkeys, and boats as per tariff. — The famous Blue Grotto (Grotta Azzurra) lies on the n. side of the island, 2 m. to the w. of the Marina. N. or e. winds, if at all strong, will prevent the entry, which has to be effected in small boats, as the opening is very narrow, and not more than 3 ft. high. The morning steamer from Naples stops for some time, sufficient to allow passengers to view this marvellous cavern, 118 ft. long, 98 ft. wide (in the broadest part), and 40 ft. high where it is loftiest. To describe the gorgeous colouring of the water, caused by the reflection of the sun's rays upon it, is a hopeless task; it should be seen. Minute tariffs have been made for the boatmen to and into the Blue Grotto, but they all remain a dead letter. The best thing to do, if you cannot cope with the natives, is to allow yourself to be fleeced. A charming boat trip (giro) may be made in 4 h. around the island, for which a charge of 8 to 10 lire is apt to be made. This will enable you to better appreciate the many natural beauties of Capri. And these ought not to be overlooked in a spot where all mortals are wont to exclaim: "Please remember the Grotto!" The blue-deep sea is strewn with anemones and stars, its bottom with freakish display of rich coral. On the way, you may visit the white and green grottoes, the latter (Grotta Verde) being as beautifully tinted, in its emerald colouring, as the Blue Grotto.

On the third day, cross over to Sorrento (8,000 inh. Hotels: Tramontano, Sirene, and Tasso, excellent establishments under one management; d'Angleterre; Victoria; Gr. Bretagne; Cocumella. — Restaurants
SORRENTO.

(also cafés): Sorrento; de Martino; Unione. — Newspapers at the Circolo. — Carriages and row-boats, as per tariff). All the hotels, except the last-named, have their own steps leading to the water's edge, for S., "la Gentile", anciently Surrentum, lies high. Tasso was born here in the house which is now the Hôtel Tasso. His statue adorns the Piazza Tasso. S. has been truly dubbed the "beauty spot of Italy". Its position is charming, as our illustration shows, and, with such good hostelries, it is not surprising to find a crowd of foreigners here every winter and spring. Fine view from the Giardino Pubblico. Many excursions: to the Deserto, an old monastery, affording a splendid vista from the roof; to Massa Lubrense, along a beautiful road, which will eventually bring you to the point of the promontory on which Sorrento lies, etc.
But the most exquisite excursion from Sorrento is a drive or walk to Castellammare (4 or 2 h.), by a road which skirts the sea at a considerable height, disclosing grand views at every turning. This is the road I propose taking early on the fourth day of our tour. It leads over a deep gorge near Meta (8,000 inh.), passes by Vico Equense, picturesquely overhanging an abyss, and goes on to Castellammare (33,000 inh.)

Hotels: Royal; Stabia; Quisisana, with Engl. Ch. serv.; Margherita, finely situated in a park. — Restaurants at the hotels, and at the Railway station. — British Vice-Consul; American Agent. C., the ancient Stabiae, destroyed with Pompeii, lies on the slopes of the Monte S. Angelo (4,700 ft.), the highest mountain in the neighbourhood. It is much resorted to for its mineral springs and sea-bathing.

After inspecting Castellammare, push on to Pompeii, either in your carriage (arrange this with your velturino before leaving Sorrento), on foot (rather tedious), or by rail, which is a somewhat roundabout way, as there are no direct trains. Arrived at modern Pompeii, a more or less disappointing looking village, go to the Hôtel du Soleil, a plain but good inn, with an obliging landlord. To him confide your wish to ascend Vesuvius the next morning, arranging minutely the modus quo, etc. Then start for the old town of Pompeii, which is enclosed within the boundaries of the excavations, viz. within the walls of the former. Outside are the other hotels: Diomede and Suisse. On entering, you have to pay 2 lire for each person). That includes the benefit of a guide, who may be a walking vocabulary of foreign tongues. He first takes you to the Museum, which usually contains some of the last finds, and other curiosities. He then inaugurates his fantastic ramble amidst the ruins, passing through streets and squares, into houses (some still decorated with protected mosaics and tesselated floors of wonderful

1) There is no charge (and no guidance) on Sundays. Students and other professionals may obtain, gratuitously, monthly tickets of admission, entitling them to sketch, etc., by applying to the director, and satisfying him of their bona fides.
designs and colours), shops, baths, and public buildings, such as temples, theatres, and other places of amusement. Of course the roofs and the higher parts of everything have been destroyed in that fearful calamity of the year 79, which engulfed the old and famous city, and which the light-hearted Neapolitans celebrated by a "fete" in 1879, 7,000 of their worst merrymakers parading the decorated and illuminated streets of this dead city, singing "Santa Lucia" and "Funiculli, Funiculla", and purchasing refreshments of young damsels dressed up "à la Pompéi." That "many thousands" of inhabitants perished, as depicted in Bulwer's "Last Days of P.," is very doubtful, because so few skeletons have been found. It is more probable that a great many escaped, returning afterwards, and carrying away whatever they could lay their hands on. Fortunately, they have left enough behind them to enable us to form a complete and delicious picture of what P. must have looked like nearly 20 centuries ago. It remains a curious fact that the whole place was forgotten until the middle of last century. Excavations then commenced. In Murat's time the Forum and the street of tombs were uncovered, but the most important "finds" date from a later period. The Italian parliament granted 60,000 lire per annum for the purpose of further exploration, and this is now carried on scientifically. More than one half has already been laid open, and it is not believed that very interesting discoveries are yet in store for us. I cannot pretend to give you here a detailed description. Insist upon seeing the Temples of Apollo, Augustus, Mercury, Hercules, Isis, and Jupiter; the Fora, the Basilica, the Great Theatre, the houses of the two Rufus, the Baths, the Amphitheatre, the House of the Faun, one of the most beautiful P. houses; the House of Glaucus ("Last Days of P."); the Houses of Pansa, Sallust, Diomed, Meleager, Siricus, etc. For further details, I must refer you to Rolfe's or Dyer's "Pompei". The most important "finds" are now in the National Museum at Naples.

The Vesuvius (fifth day). When you are at Naples,
it is, naturally, wisest to ascend by the funicular railway, which, opened in 1881, now belongs to the firm of Thomas Cook & Son, the famous tourist directors. It starts from the base of the great ash-cone (2,600 ft.) and mounts, by a gradient of 43 to 63 in 100, to a level of 3,900 ft. In connection with the trains, Messrs. Cook have organised a service of carriages, which start from the Piazza dei Martiri in the early morning. Or a carriage will fetch you at the hotel if 4 tickets be taken, each costing 25 lire. This includes everything: carriage drives, railway fares, and fees, but not the extras beyond the upper station, to which you may apply the famed wing-words: “le superfluo, chose très-nécessaire”, for how could your egg-boilers, coin-bakers, and other Vesuvian tourist-hunters, exist without such extras? The whole tour from Naples will take the best part of a day, allowing 3 h. “upstairs”, as the Frenchman observed. It is a drive of 4 h. to the lower railway station, past populous and “macaronious” Portici (12,000 inh.), the renowned suburb of Naples, with a former royal chateau; Resina (13,000 inh.), near the excavations of Herculaneum, destroyed in the same year as Pompei and Stabiae; the Villa Favorita, formerly the residence of the ex-khedive of Egypt; Torre del Greco (25,000 inh.), thriving upon lava-streams, albeit several times destroyed by them, and then, through extensive vineyards that produce the generous, lava-laden “lacrima cristi”, to the Observatory (2,220 ft.), erected in 1844. You may also drive to the railway station in your own carriage, but, in that case, Messrs. Cook demand a toll of 5 lire, because the upper part of the road is their property. Add 18 lire, for a return-ticket, to the cost of your own vehicle, and you will drop this plan like a hot potato.

Should you be at Pompei, the simplest way to ascend Vesuvius would be from that side. Apart from the fleecing by various impostors, to which in any case you will have to submit (even with a bleeding heart and purse), if you wish to see something beside peeping into a crater, namely the flow of lava; if you want to cross a red-hot lava-stream and bivac on its borders —
the task from Pompei is neither more difficult, tedious, nor costly than from Naples. You may have plenty of fun, but you must suffer for it. The main question is: does the general result outbalance the bleeding? I answer emphatically yes! Vesuvius is the easiest volcano to climb, and its phenomena are wonderfully interesting. It has had many formidable eruptions, those of 79, 1631, and 1793 being the most notorious.

The sixth day you will have returned to Naples. Spend it in the National Museum, that marvellous store-house of art-treasures, ancient and modern (open daily, 1 lira; free on Sundays), established in the old building of the University, which was formerly a barrack. On the ground-floor you will find the Pompeian frescoes and mosaics; the inscriptions and the sculptures; also the large bronzes. Here are the "Farnese Bull", a Greek masterwork from Rhodes, restored by M. Angelo; the "Farnese Hercules", likewise a Greek chef d'œuvre; the "Torso of Venus", the "Statue of Agrippina", the "Torso of Bacchus", the "Farnese Flora", the mosaic of the battle of Issus; and (among the bronzes) the "Sleeping Faun", the "Dancing Faun", the statue of Narcissus, the "Mercury in Repose", the "Drunken Faun", and other world-famed gems of antique art. The basement contains the Egyptian antiquities; the entresol the terracotta, cinquecento, and Cumæan objects, whilst the rooms on the first floor are crowded with coins, glass, vases, numberless small bronzes, papyri, books (forming a library of 200,000 printed v. and 5,000 MSS.), also valuable pictures. Among the latter are fine A. del Sartos, C. Lorrains, Correggios ("Zingarella", "St. Catherine"), G. Romanos, Palma Vecchios, Titians ("Danae", "Philip II"), and Raphael's "Holy Family".

The last day, start by an early train to Pozzuoli, where you may inspect the Amphitheatre and other Roman antiquities; the Solfatara (the crater of a volcano, not yet extinct); the curious lake of Agnano and the famed Grotta del Cane, filled with carbonic acid gas, sufficiently strong to kill even the nine lives of a cat. Visit also Cicero's villa, and take boat or carriage (bargain!), if not rail, to the renowned Roman health-
resort of Bajæ (with the temples of Minerva, Diana, and Venus; the houses of J. Cæsar, Nero, and Hortensius, and the large Piscina Mirabilis) and to Cumæ, the cradle of Naples (p. 367) and of the Sibylline Books, where there are more ruins (Acropolis, old temples, tombs, etc.). If you have time, ascend the Capo Miseno (glorious panorama); if not, cross over to Procida in a row-boat (2 lire), from the foot of the Monte di Procida, so as to catch there the steamer to Ischia that leaves Naples at 2 p.m., and is due off Procida at 4 p.m. It arrives at the town of Ischia towards 5 p.m., and at Casamicciola (4,500 inh. Hotels: Pitecusa; du Vésuve; Bellevue) by 6 p.m. Go ashore at Ischia, and walk across the island (1 h.) to Casamicciola, which, in summer, will give you ample opportunity to view the terrible and never to be obliterated results of the earthquake of July 1883. It reduced Casamicciola to a mass of ruins and killed 7,000 people, islanders and foreigners. The next morning you can return to Naples by the early steamer, due there at 10 a.m., unless you prefer to ascend the extinct volcano Eposeo (2,625 ft.), but that would involve another day's stay. Procida and Ischia are highly volcanic. Ischia has famous mineral waters and vapour-baths, well known to the cute Romans, also to the Greeks who preceded them. Important vineyards and fisheries.

Excursion to Amalfi (7,000 inh. Hotels: *Cappuccini, in the old monastery, with Engl. Ch. serv.; Cappuccini alla Marina; Luna; Italia. — Row-boats, about 2 lire per h.). This is a charming trip, despite the over-numerous and nearly intolerable beggars. I advise you to go by the steamer from Naples which starts in the afternoon for Messina, and calls at various ports. It will enable you to see the bay of N. once more and to admire that of Salerno, which is scarcely less beautiful. The position of Amalfi, under high mountains, is exceedingly picturesque. At one time it was an important republic, with 50,000 inhabitants, doges, and maritime laws that governed all Italian transactions. Here Masaniello was born; here
Gioja invented the compass; here, also, the Pandects were discovered. See S. Andrea (11th c.), partly built out of Paestum ruins, and the Capuchin monastery (now the above hotel), with its exquisite cloisters. Walk up to Ravello (1½ h.), which has a fine cathedral, and the quaint Palazzo Rufolo in the Saracenic style. Many lovely views. It takes 5 h. on foot from A. to Sorrento (p. 375), along a beautiful road. Equally magnificent is that from Amalfi to Salerno (3 h. by carriage, 6—10 lire), which many people consider equal to the Castellammare road. It is very bold in its structure, passes over many viaducts, also by numerous watch-towers, erected against the Saracens. Salerno (20,000 inh. Hotels: d'Angleterre; Vittoria) likewise has a romantic situation. Charming vistas from the Corso Garibaldi, with gardens and a theatre, and from the ruined castle crowning a hill. Salerno may also be reached from Naples by rail direct. It then goes on to Battipaglia (30—45 min. further), junction for Pesto (Pæstum), reached in 45 min. from the said junction. P. is the Poseidonia (Neptune's town) of the Greeks, who came here in 600 B.C., and have left many grand ruins to testify to their love of art and power of building. The Temple of Neptune, with its Doric columns, is the finest of the three, the other two being the Basilica and the Temple of Ceres. There are also tombs, a Roman temple, and an amphitheatre, all enclosed within high, ancient walls, 3 m. around (adm., 1 lira; free on Su.).

Thirty-second Route.

SICYL.

(For history, consult Freeman's volume in the "Story of the Nations"; for general aspect, customs, etc., Mrs. Elliott's "Diary of an Idle Woman").

No Italian tour could be complete without a journey, however short, to the fair island of Sicily, which has a landscape all its own, and a history as rich and as varied as the annals of kingdoms ten times more extensive. Its size is about 8,000 sq. m., its population, differing in many ways from that of Italy proper, 3,265,668 souls. The Greek element prevails in the E., the Arab in the W.
Progress, material and intellectual, has been immense since the annexation in 1860, and brigands, formerly a national institution, are now becoming extinct by dint of railways and schools. The earliest settlers in S. were the Phœnicians. Then came the Greeks, the Carthaginians, and the Romans. Afterwards arrived the Saracens in 827, who had to yield to the Normans in 1090. The reign of the French was cut short by the Sicilian Vespers (1282). The Spaniards next tried their hand, for a long time, and the kingdom of the Two Sicilies ended for the Bourbons in 1860 in the way we all remember. Garibaldi and his handful landed at Marsala, the present headquarters of the wine trade, routed the troops of king Bomba, and took Palermo.

Sicily is very fertile. In its flowers and fruits, it resembles Algeria and Spain. Its mines are many and exceedingly productive in some respects.

A week, at least, is needed to see something of the island. You can go by railway from Naples to Reggio, a rising seaside resort of 40,000 inhabitants in Calabria, on the Straits of Messina, which you cross (to Messina) in about 1 h., soon after the arrival of the direct trains from the N., but the railway journey is tedious and roundabout. It takes 8½ h. to Metaponto, junction for Brindisi (p. 326), and more than 10 h. from Metaponto to Reggio. In that manner, starting from Naples at 2 p.m., you are in Messina the next day towards noon. Whilst, by embarking on a fast steamer at Naples at 5 p.m. one day, you arrive in Messina the next, earlier than by rail. I recommend you, therefore, to go by steamer, preferably by one of those leaving for Malta and Egypt, as they are larger and more comfortable.

I will briefly indicate to you how I have managed Sicily myself, and I don't think you can do better than follow me in my itinerary. Departing from Naples at 5 p.m., our steamer, passing to the left of the Lipari Islands, with Stromboli, early in the morning, anchors in the harbour of Messina, "La Nobile", at about eleven a.m. The approach to this important maritime town, on the narrow channel (4 to 6 m. wide), which separates Sicily from the mainland, is very imposing. Strong current. On the left you see Scylla, facing Charybdis. Messina (131,600 inh., incl. suburbs. Hotels: Trinacria: *Victoria; Venezia; Bellevue. — Cabs: per corsa, 50 c.; w. 2 horses, 1 lira; per h., 13/4 lira. — Steam tramway to Faro, with the best view of the Straits. — British Vice-Consul: American Consul. — Engl. Ch. serv.) is the ancient Zankle (sickle), which reminds one of its peculiarly beautiful position under the Monte Dinnamari (2,915 ft.). Founded in 732 B. C., it was destroyed by an earthquake in 1783. Citadel; two forts. Ascend to the cemetery, magnificently laid out above the sea. See the Cathedral (12th c.), with fine inlaid high-altar and p. sculptured pulpit; Montorsoli's fountain in the Piazza, and the Museum. Splendid view from the steps of S. Gregorio; this church contains rich mosaics. Promenades and excursions. Steamers run through the Straits, and along the romantic n. coast to Palermo.
Take the train to Catania, but get out at **Giardini**, reached in 1 h. by the express, for the ascent to **Taormina** (5,000 inh. Hotels: *Bellevue; Timeo; Vittoria*), nestling high above the sea in a glorious position, with full view of Etna and the Straits. It is the gem of Sicily. Quaint Saracenic castle, walls, and houses. Many ruins of Greek origin, the principal one (on a lofty hill) being that of a vast theatre, with a nearly perfect *scena*, which could hold 40,000 spectators. It is the finest of its kind in the world. Superb vista. Small museum containing "finds", above it Many excursions.

**Catania** (107,000 inh. Hotels: *Grand; Musumeci; Orientale; Centrale*. — Carriages: per *corso*, 40 c.; per h., 1½ liras. — British Vice-Consul; U. S. Agent) lies 1 h. by rail (expr.) beyond Giardini. It is the ancient Catana, founded 750 B. C., repeatedly destroyed by the *Etna* (10,875 ft.), although 30 m. distant, notably in 1669, when 27,000 people perished. Streets and houses of lava. Many antiquities, Greek and Roman. Greek amphitheatre. Roman baths and tombs. Cathedral, with royal Aragonese tombs. Splendid Benedictine monastery of S. Nicola. Mount Etna is easily ascended from here via **Niccolisi** (inn), reached in 8 h. by carriage. It is 6 h. thence to the so-called Casa Inglese and 7½ h. to the top, piercingly cold, but panorama grand. For guides, etc., arrange with the Alpine Club, Via Lincoln, at Catania.

Three h. beyond Catania lies **Syracuse**, or **Siracusa** (24,000 inh. Hotels: *Politi; Sole; Vittoria*), the famous Greek city, where Archimedes lived, made his wonderful discoveries, and perished during the siege by the Romans (214—12 B. C.), who destroyed the place that had withstood the formidable Athenians under Demosthenes, the Carthaginians, and other foes. Æschylus, Pindar, Cicero, and St. Paul were here, also the Saracens in 878. They left hardly anything standing after a 9 months’ siege. Ancient Syracuse really consisted of 5 conglomerate cities, covering an area as large as that of Athens (14 m. in circumference). Only the island of Ortygia now remains inhabited within it. Among the antiquities, note the semi-circular Great Theatre, cut out in the rock (with room for 24,000 spectators), under the *Nymphæum* (reservoir), and the city-walls of Dionysius the E. constructed, it is said, in 20 days by 60,000 workers and 6,000 oxen. They testify at any rate to his energy and expedience. Ancient Syracuse is supposed to have been located. The Great Theatre stands upon the site of an old Greek temple. Near it, the Museum (open daily), with ancient bronze, terracotta, and glass objects, also *coins*, inscriptions, and sculptures, among which a headless "Venus" of great beauty, a head of Jupiter, etc. See the Arethusa fountain, which Cicero found filled with sacred fish, but now crammed with Egyptian papyrus, this being one of the few places in Europe where it will grow. View the large *Diana Temple*, near the *Palazzo Montalto* (1897); the *Catacomb*, the *Street of Tombs*; the rock
sepulchre of Archimedes, etc. Fine view from the Belvedere, above the Greek fortress of Euryalus (3 h. from S.), also from Tyche and the Olympium (Jupiter temple) on the Anapus, where the azure Cyanite rises.

The railway from Catania to Palermo, like most other Sicilian lines, belong to the well-managed "Societa Italiana per le Strade Ferrate della Sicilia". It takes 7 h. from Catania to Palermo in the express, and the line traverses some of the most picturesque inland scenery. At (107°32 m.) is Roccapalumba, the junction for Girgenti, reached in about 3 h.'s rail. Girgenti (19,380 inh. Hotels: Belvedere; des Temples; Napol. — Britisch Vice-Consul. American V.-C.) is another interesting old place, the Greek Acragas (Agrigentum), finely situated on a lofty hill, its harbour being Porto Empedocle. When Pindar wrote of Agrigentum that it was the finest city of mortals, it had 200,000 inh. Carthage destroyed the mighty commonwealth, which owned a large part of Sicily (405 B. C.). Agrigentum afterwards passed to the Romans and Saracens. The principal ruins are those of temples (ded. to Hercules, Æsculapius, Jupiter — 340 ft. long, with enormous columns, but left unfinished — Juno, and Concord). The Concord temple has been preserved best. There are also numerous tombs, gates, etc.

Nearer Palermo, we pass Termini (from the hot springs in its predecessor, Himera), a town of 22,370 inh., with a castle, and then arrive at (151 m. from Catania)

Palermo (265,000 inhabitants), the ancient Panormos, beautifully situated in a broad, undulating, and luxuriantly fertile plain, the famed Conca d'Oro, or "golden shell", enclosed within lofty mountains. The arrival at and the departure from P. afford the most superb vistas it is possible to behold. Good port, 3,000 vessels entering every year. P. was Phenician in its origin, and then became Carthaginian. Romans, Vandals, Byzantines, Saracens, Pisans, Normans, possessed in turns the city, which had to battle against earthquakes as well as against human enemies, and had to revolt thrice under the Bourbons before Garibaldi freed it in 1860. It is now merely a provincial capital. P. is more and more resorted to for its mild and equable climate. Mean winter temp. 54°

Hotels: *de France, well situated and comfortable, with attentive landlord; de la Paix; *des Palmes; Milan; Tinacru. — Restaurants: Roma; Sicilia (also café). — Cabs: per corso, 60 c.; per h., 1.80 lira. — Tramways in various directions. — Post-Office, Piazza Bologna. — Theatres: Bellini; S. Cecilia; Politeama; V. Emanuele. — British Consul; American Consul. — English Church serv., Via Stabile; Presbyterian, Via del Bosco.

Principal Attractions. Walk along the Marina and quays. Next stroll into the fine Corso V. Emanuele, which intersects the lovely Via Macqueda in the Piazza Quattro Cantoni, thus dividing the city into 4 districts. The Via Macqueda runs w. into the Strada della Liberta, leading, past the grounds of the intern-
exhibition in 1892, to the Giardino Inglese and the Flora, favourite promenades (music) of the Palermitans on a fine afternoon, when hundreds of carriages line the road, some advancing as far as the Favorita, a royal villa in the Chinese style, under the precipes of the Monte Pellegrino (1,960 ft.), now ascendable by a wire-rope railway. Near the summit, the famous grotto of S. Rosalia, a chapel, and survey station, whence magnificent view. The S. Rosalia chapel is a pilgrims' resort. Her festival takes places in July and is a great national holiday. — The Museum (open daily, one lira; free on Sun.), containing antiquities, coins, and pictures, principally by old Sicilian masters, is a remarkable collection. This especially applies to the antiquities, including mosaics, sarcophagi, sculptures, etc. Note the famous Metopes from the Doric temple of Selinus. In the Corridoio di Mezzogiorno stand the bronze *ram from Syracuse and the *(Heracles with the stags. — The Palazzo Reale is a large building, or combination of buildings, principally Norman, standing on an eminence. Founded by the Saracens upon the site of the Roman palace, and improved by the Norman kings who resided there, its main ornament is the beautiful Cappella Palatina (50 c.), a Latin basilica built by king Roger II (12th c.). Fine panorma from the Observatory in the highest portion of the palace. — The Cathedral (S. Maria Assunta), erected by an English archbishop in the 12th c. upon the site of another church, stands in the Piazza del Duomo, with the archbishops' palace, and a statue of S. Rosalia within a marble balustrade. Beautiful w. façade and s. porch (Saracenic). The interior has magnificent tombs of king Roger and his daughter (empress Constantia), emperors Henry VI and Frederick II, etc., in separate chapels, also (in her own chapel) the rich sarcophagus of Santa Rosalia, containing her bones (discovered in 1631) in a chest of silver of 11½ cwts. It is shown only thrice every year. See the numerous pictures, the Tesoro, and the Cappel, holding the tombs of 24 archbishops. — Other churches worth visiting are La Martorana (12th c.), where the old Sicilian parliament sat, with a quaint Saracenic campanile and old Gr. mosaics, and S. Giovanni degli Eremiti, rebuilt in 1132. Its exterior has an Oriental appearance. — Do not miss the Capuchin Convent, outside the Porta Nuova, a triumphal arch erected for Charles V after his return from Tunis. The convent holds immense catacombs filled with the desiccated corpses of Palermitans, high and low, nobles, priests, etc., all leaning against or hanging from the walls — a ghastly sight in the glimmer of a small lantern, carried by the monk-guide, but much more curious than the Cappucini at Rome (p. 348). On All Souls' Day these galleries are thronged with people who have come to put new clothes and flowers on the skeletons. The convent, also La Cuba, the remnant of a Saracenic palace, and some lovely gardens (*Villa Tasca) may best be visited, going to or returning from Monreale (15,000 inh.), a dirty-looking townlet, 5 m. above Palermo. The *Cathedral (1174—90), a gem of Norman architecture, has magnificent bronze doors in the Byzantine
style; also exquisite *cloisters and *mosaics, etc. Above Monreale,
is the monastery of S. Martino (1,740 ft.). Other points of interest
around F. are the B a i d a , a Cistercian convent of the 14th c.;
La Z i s a , the ancient Saracenic palace; the C a t a c o m b s ; the
C a m p o d i S. S p i r i t o , where the Sicilian Vespers originated
(1282), and S. M a r i a d i G e s u , on the slopes of the Monte Griffone
(2,777 ft.), reached over the old and curious P o n t e d e l l' A m m i-
raglio (Norman), outside the Garibaldi gate. You pass the ruined
Castello di Mar Dolce, a vast palace of Arab origin. The Franciscan
Minorite convent, above-named, has a public cemetery; whence fine view.

Interesting excursions, further afield, may be made from Palermo:
to C e f a l u (15,000 inh.), the ancient Cephalæum, on the coast beyond
Termini (p. 387) — it has a beautiful cathedral (*mosaïcs, *cloisters) —
and to M a r s a l a (40,000 inh.), the centre of an important wine trade,
with noteworthy antiquities, like neighbouring T r a p a n i , near Lilybæum,
the vast Carthaginian city of 300,000 inhabitants.

From Palermo, return to Naples on one of the daily steamers. Average passage, 15-17 h.

Thirty-third Route.

FROM COLOGNE TO BREMEN AND HAMBURG.

(P r u s s i a n S t a t e R a i l w a y s . S e c t i o n s "R e c h t s r h e i-
nische" a n d H a n o v e r. 281 m. i n about 8\(\frac{1}{2}\) h., by express).

There are through carriages between Amsterdam and Hamburg; Flushing and Hamburg; and Cologne and Ham-
burg in some direct trains via Bremen. The communication
between England and Hamburg via Flushing has been much
improved lately.

From Cologne (p. 77) the railway first runs to (24\(\frac{1}{4}\) m.)
Dusseldorf (p. 75) and Duisburg, junction for Venlo (p. 68)
and Berlin, then on to (44\(\frac{1}{4}\) m.) O b e r h a u s e n (17,000 inh.),
an important railway centre, with extensive works; to
(59 m.) W a n n e , junction for Berlin, where the line turns n., and to (75 m.) H a l t e r n , junction for Wesel and Flushing.
At (102 m.) M ü n s t e r (49,000 inh. H o t e l s : K ö n i g v. E n-
gland; Rheinischer Hof; Moormann; Renne), the ancient capital of
Westphalia, an interesting city is reached. Its name is
due to a monastery, founded in the 11th c. M. afterwards
joined the Hansa and in 1534-5 became the scene of the
Anabaptist rising. John of Leyden, as illustrated in Meyer-
beer's "Prophète", was crowned king, but perished on the
scaffold after the siege, with 2 others, whose bodies were
exhibited in iron cages, hung from the old tower of St. Lambert church. The cages are shown in the Zeughaus and John Bockhold’s house in the Marktplatz. The Peace of Westphalia, which ended the Thirty Years’ War and settled the map of Europe for the time being (1648), was signed at the noteworthy Gothic Rathaus (14th—15th c.), in the Friedenssaal, with many reputed Terburgs. M., which maintained an oppressive bishopric until the beginning of our c., has many arcaded streets like s. European towns. Its walls have been turned into boulevards. The Cathedral, partly Roman, partly Gothic, with 2 towers, a handsome choir, and the tomb of the warlike bishop Galen (1678), was converted by him into a fortress. The Anabaptists had previously plundered it. Pretty Ueberwasserkirche (14th c.) and Schloss, the former episcopal residence, with *garden.

We next arrive at (134 m.) Osnabrück (36,000 inh. Hotels: Schaumburg; Dütting), junction for Holland and Hanover, with a large Cathedral in the transition style of the 13th c., containing numerous monuments and relics in the Schatzkammer. The turreted Rathaus (town-hall) dates from the 15th c., and has some portraits of the negotiators engaged in the preliminaries of the peace of 1648. Schloss (17th c.). O. came to Hanover in 1802, and was swallowed up by Prussia in 1866. We join the lines from Hanover and Berlin, and then rapidly approach

210 m. Bremen (126,000 inh. Hotels: *Hillmann (with café); de l’Europe; *du Nord; *Central; Alberti; Stadt Bremen; Wohler; Germania; Bellevue.—Restaurants: Kapf; *Rathskeller, a curiosity; Börse. —Cabs: w. 1 horse, 15 min., 80 Pf.; 1 h., 2 M. —Tramways.—Steamers to Bremerhaven, etc. —Post-Office, Domsheide. —British Vice-Consul; American Consul). Bremen, on the Weser, is an old Hansa town, and was one of the most important in the Hanseatic League. Its independence ceased in 1810, when Napoleon made it a French city, but the republic, which comprises an area of 99 sq. m., was restored by the Congress of Vienna. In 1867 Bremen joined the N. German Confederation, and in 1888 it ceased to be a free-port, except as regards certain docks and warehouses, which constitute the Freihafengebiet. The same exemption applies to the extensive harbour of
Bremerhaven, founded by Bremen in 1827, and lying 10 m. from the sea, at a distance of 39 m. from the metropolis. B., which is governed by a Senate of 16 members, two burgomasters, and a council of 150 burghers, is divided by the Weser into the old and new town, connected by 4 bridges. The old ramparts are now boulevards, B.'s trade, with imports and exports exceeding in value £50,000,000 per annum, is immense. More than 50,000 emigrants a year embark here for various destinations, and it forms the headquarters of the powerful N. German Lloyd.

Principal Attractions. Gothic Rathhaus (1410), containing large hall, filled with portraits, and the famous wine-cellars (Rathskeller). Some casks, called "the 12 apostles", hold "antique" Rhine wine, dating back 2 centuries. — Curious Rolandssäule in the square, 18 ft. high, being the stone statue of a man, erected in 1512. — Schütting, or Guildhall (1594). — The Dom is partly Roman, partly Gothic. Fine
choir and roodloft. See the crypt (Bleikeller) having, it is asserted, the property of preserving dead bodies from decay for centuries. — Kunstalle (1849), with a collection of pictures (50 Pf.) — Stadt park, near the railway station. — Fogelberg’s bronze statue of G. Adolphus (intended for Göteborg, but shipwrecked and bought up) stands on the Domsheide; Steinhäuser’s statue of Olbers in the promenades. The latter discovered the planets Pallas and Vesta at the B. observatory.

Excursion to Norderney. Take train to Geestemünde (1 1/4 h. 's rail), on the Geeste where it joins the Weser, opposite Bremerhaven. Thence, daily steamer in about 5 h. to Norderney, also reached from Hamburg and (overland) from Norden. Norderney (2,000 inh. Hotels: Kaiserhof; Schuchardt; Bellevue; Simmering) is the oldest, most frequented, and fashionable of the dune watering-places on the n. German islands, which comprise Borkum, Sylt (Föhr), and Juist, all readily accessible, all possessed of fairly good hostelries, beautiful beaches, and plenty of fresh air, if also of a deal of ennui. Season: June-September, when steamers and lodging-houses are often overcrowded.

From Bremen to Hamburg, the express takes about 1 3/4 h. There is nothing to see on the way, except at Harburg (1 1/2 h. 's rail from Bremen), a rising town of 26,000 inhabitants, where two grand railway bridges span the Elbe. A short ride beyond brings us to

281 m. Hamburg, in French Hambourg, in Italian Amburgo (569,000 inhabitants, including the suburbs), the antique Hansa town, the most important German emporium, and the greatest port of the Continent, which lies on the Elbe, about 75 m. from the German Ocean. Founded by Charlemagne in 808, it became a free-port, enjoying many privileges, towards the end of the 12th c. In 1241 it combined with Lübeck to form the Hanseatic League, which was afterwards joined by Bremen. Next came the purchase of Ritzebüttel, where Cuxhaven now flourishes. Hamburg became more and more powerful, had fleets, carried on wars, and was made an imperial town by Maximilian I in 1510. Despite the ravages of the Thirty Years' War, it held its own, defeated the claims of Denmark, overcame the effects
of the great commercial crisis of 1763, but was swamped by the French Revolution, and finally annexed by Napoleon in 1810, like Bremen. During the tribulations of the French
period, H. lost half its population, say 55,000 in., and Napoleon's impositions ruined the city almost entirely. The Great Powers in 1815 restored H. to the status of an independent republic, comprising 159 sq. m. at H., Cuxhaven, and Bergedorf; and governed somewhat like Bremen, viz. by a Senate of 18, a Council of 160 members, and 2 burgomasters. Its commercial prosperity recommenced immediately, but this received a disastrous check in 1842 by the great fire, which destroyed over 4,000 buildings and houses in 60 streets, and caused damage to the tune of £2,000,000. H. recovered somewhat slowly from that calamity. In 1866 it joined the N. German Confederation; in 1871 the German Empire, being represented in the Bundesrat by one, and in the Reichstag by three members. In 1888 its privileges as a free-port ceased, except within a certain area (Freihafengebiet), where extensive quays and bonded warehouses have been built, in accordance with the new law, at a cost of £6,000,000, of which Germany paid a third. The imports and exports of H. exceed £230,000,000 per annum! In 1890, 100,000 emigrants embarked here. 8,176 vessels, measuring 5,202,825 tons, entered the port in the said year. Hamburg is divided into the old and the new town, whilst the populous suburb of St. Pauli forms a link with Altona, the old capital of Holstein, on the Elbe (143,000 in.). Hotels: Königlicher Hof; Bahnhof; Holstein), with rail- and tramway connection.

Hotels: *St. Petersburg; *Streit's; Victoria; de l'Europe; de Bavière; Moser; Belvedere; Vier Jahreszeiten; Kronprinz; *Hamburg; Alster — all well situated, with Alster view —; Wiezel; Berg; Zingg; Germania; Bartel; Royal; Höfer; Union; Krone; Hammonia (in St. Pauli). — Restaurants: Wilkens; *Ehmke, and at the hotels. — Keller (Caves), a feature of Hamburg, principally for consumers of oysters, lobsters, and fish: Lünsmann; Kiel; Hauer; Köln, etc. — Cafés: Alster-Pavillon, with fine view, often music; Wiener Café; also at some of the hotels. — Theatres: Opera-house (Stadt-Theater); Thalia (dramas); Tivoli (operettes); Schulze (farces). — Music in plenty. — Cabs: per drive, within the town, 75 Pf.; per h., 1½ M. — Omnibuses and Tram-
ways in all directions. — Steamers (also row-boats) on the two Alsters (see below), and on the Elbe. — Post-Office, Ringstrasse. — Railway Stations: Klosterthor, for trains to Berlin; Dammthor for trains to the N. Junction line between them.

British Consul-General; American Consul. — English Church, Zeughausmarkt; E. Ref. Church, Johanniskollwerk.

Principal Attractions. The position of Hamburg on the two Alster lakes, formed artificially out of the river Alster, is charming. Around the lower lake (Binnen-Alster) lie the great hotels and fine shops of the Jungfernstieg and Alsterradamm; around the upper lake (Aussen-Alster), which is by far the larger, the country-houses and pleasure-haunts of the Hamburgers. One of the first duties of the conscientious tourist will be to watch the Alster from the popular Alster-Pavillon, which he will find often overcrowded. Then he should embark upon one of the small steamers and pass into the Outer Alster through the garden embankment that carries the railway between Hamburg and Altona. Even by going as far as the Uhlenhorst only, where there is a good inn (with restaurant), he will find it a pleasurable trip on a fine summer morning. — The next day he ought to devote to the inspection of the harbour and the docks, the pride of Hamburg, and steam down the Elbe, past Altona (see p. 394), picturesque Blankenese, a fishing-village, and decayed Glückstadt, as far as Cuxhaven (5,500 inh. Hotels: *Belvedere; Bellevue), the avant-port of Hamburg (with important harbour-works), useful particularly in winter, when the Elbe is frozen, but popular also as a watering-place. From here, you may return by rail to Hamburg by the express (in about 3 h.) which runs daily in connection with the fast steamer from Heligoland. The trip to this charming cliff island (2,000 inh. Hotels: London; Victoria. — Many Pensions), now a German possession, takes about 3 h. from Cuxhaven. It has an upper and a lower town, with Kurhaus (Kurtax, 4-9 M. a week), theatre, etc.; 15,000 annual visitors. — At Hamburg, walk through the Neuer Wall, with
fine shops, into the older parts of the city; see the churches of St. Michael, St. Nicholas (with spire, 474 ft. high), and St. Peter; the elegant and vast Börse; the Kunsthalle (pictures, sculptures); the Library (300,000 v. and MSS.); the Botanical and Zoological Gardens, the latter — extensive and well laid out — leading over the former ramparts, converted into boulevards, to the Elbhöhe, a grand view-point. — The quaintly dressed women you see on the Jungfernstieg, selling flowers and nick-nacks, are "Vierländerinnen" from the neighbouring district of Vierlande, famous for its market-gardens.

Thirty-fourth Route.

FROM HAMBURG TO COPENHAGEN.

There are different modes of reaching Copenhagen from Hamburg, which I will briefly indicate. The first way is to proceed by rail (Schleswig-Holstein State Railways) to Wamdrup, a distance of 158 m., traversed by the express in 5 h. You pass Schleswig (15,446 inh. Hotels: Stadt Hamburg; Raven; Stehn) and Flensburg (37,000 inh. Hotels: Bahnhof; Central; Fry), both prettily situated; the latter has a connection with Korsør by steamer, which threads its way through the archipelago of small islands in about 11 h., a most interesting cruise. At Wamdrup, where the Danish frontier awaits you with its custom-house, the trunk line turns to the N. W., the northernmost section leading in about 11 h. to Frederikshavn (3,000 inh. Hotels: Dania; Hoffman; du Nord), where the steamer lies ready to convey passengers and mails daily to Göteborg (See Route 35), reached in 5 h. Going to Copenhagen, we proceed only as far as Fredericia (7,000 inh. Hotel: Victoria), a decrepit Danish port and fortress, 1-2 h.'s rail beyond Wamdrup. A steamboat crosses the Little Belt in 15 min. to Strib on Fünen (Fyen), close to Middelfahrt, a watering-place. Again we enter a train for Nyborg, at the other end of Fünen, arriving in 3 h. On the way, we pass Odense (21,000 inh. Hotels: Brockmann; Postgaarden), the capital of Fünen and birth-place of Andersen, with Fred. IV's palace and the Fionie church, containing the
tombs of St. Canute and of early kings. At Nyborg we find another steamer ready to cross the Great Belt in 45 min. to Korsør (4,000 inh. Hotels: Korsør, with a theatre attached; Store Belt) on the island of Seeland (Sjælland). Here commences our last railway journey (3½ to 4 h.) to Copenhagen, past Soro (on a large lake, surrounded by forests), with an old church, containing tombs of kings and of Holberg, also past Roskilde, or Røskille (4,650 inh. Hotels: Prindzen; Frederikssstad), the ancient capital of Denmark (until 1443), on a jagged fjord. Its *Cathedral, finally restored in 1868, holds the tombs of the kings of Denmark, some in vaults, others in added chapels. They are worthy of inspection. The traveller by this route arrives at Copenhagen by 10 p. m. or 10 a. m., performing the journey in the day mail in about 13½ h., and in the night mail in a little over 10 h.

The Danske Statsbaner (State Railways) maintain a second service between Hamburg (and beyond) and Copenhagen via Kiel (69,000 inh. Hotels: Germania; Kronprinzen; Folker; Stadt Hamburg; Holst; *Bellevue. — Cabs: per drive, 75 Pf. Higher fares in the evening and night. — Numerous Steamer s to places in the neighbourhood. — Tramways. — Music at Wriedt's), a pleasantly situated town, an important German harbour and fortress. It has the Thaulow Museum (1875), containing ancient wood-carvings of great value (open daily, with or without fee); the Schloss of the Holstein-Gottorp dukes, at present the residence of Prince Henry of Prussia, the "sailor prince"; a University (500 students); an interesting museum of antiquities, and picturesque environs. See one of the large men-of-war, always lying ready for a closer inspection. — The above route is somewhat shorter than the first-mentioned, but not much shorter. Average passage between Kiel and Korsør, by either German or Danish postal steamer, 7 h.

I, myself, have preferred the third route via Lübeck although it takes more time. It enables one to visit a most interesting old Hansa town, procures one a pleasant trip on the Trave, Lübeck's river, and a charming journey by sea. The comfortable boats on this route belong to the well-known Halland Steamship Company. Starting from Lübeck in the
afternoon, they arrive early in the morning at Copenhagen, the approach to which, with the great harbour-works, quays, and the Swedish coast beyond, is very striking. The same vessels go on to Malmö, Göteborg, and Christiania, skirting the Swedish and Norwegian coasts, and stopping at many quaint places, with sufficient time for the tourist to land and look about. On this route, the journey between Hamburg and Copenhagen occupies about 15 h., the railway journey between Hamburg and Lübeck lasting 75 min. by express. The Hamburg-Lübeck line belongs to a private company.

Lübeck (63,000 inhabitants. Hotels: *Düffke; *Stadt Hamburg; du Nord; Kaiserhof; Brockmüller. — Restaurants: Riemann; Rath; Fredenhagen. Also at the hotels, at the Railway station, and at Lachswehr's garden-restaurant. — Cabs: per drive, 60 Pf. — Tramway through the town. — Steamers to various places. — Post-Office, Marktplatz. — Theatres: Stadttheater (in winter); Wilhelm's; Colosseum; Tivoli (music). — British Vice-Consul; American Agent. L. is the smallest of the Hansa republics belonging to the German Empire. Erstwhile at the head of the Hanseatic League, it lies on the Trave, about 10 m. from its mouth. Its territory measures 115 sq. m., and its constitution resembles that of Hamburg and Bremen, but is more democratic. It has ceased long since to be a free-port. Lübeck, founded by the Saxons in 1143, soon became the emporium of the Baltic. Its decay dates from the 18th c. Napoleon treated it as he did Hamburg, and ruined it. By improving the Trave, deepened to 15 ft. in 1878—82, Lübeck has been made accessible to large ocean steamers. Its trade is increasing (imp. and exp. in 1890, £ 21, 254, 300; vessels entered in 1890, 2, 423) Its walls have been converted into promenades. The Van Ostades, Overbeck, Geibel, and Sir G. Kneller were natives.

Principal Attractions. As a town, Lübeck has nobly preserved its venerable and picturesque features, and its quaint style of buildings, noticeable even in scores of houses, has had a considerable bearing upon n. German architecture at a certain period of its history. Observe the Gothic Rathhaus (Town-hall), dating from 1442, and recently restored. It has the old Hansa saal, where the Hanseatic delegates used
to meet; the rooms, where the Senate and Council now assemble; the old-world Admiral’s Room and the famous Rathauskeller, for imbibing wines, old and new. — Visit also the Cathedral (1173-1335), containing a fine vestibule (restored); high-altar, adorned with Tischbein’s “Crucifixion”; Memling’s *Triptych in the Greveraden chapel; monument of two bishops, etc. — The Church of St. Mary (1276-1310), a noble example of German brick architecture, should likewise be inspected. It has two lofty towers, 407 ft. high, a curious clock, many interesting old sculptures, sarcophagi, and *pictures, notably by Overbeck. — Further attractions: Church of St. Catharine (14th c.), a beautiful structure, containing a *museum of ecclesiastical antiquities; former Minorite Convent, with a library of 110,000 v. and Overbeck’s cartoons; Burgthor, a brick structure of the 15th c. — Fine view from the Chimborasso.

On our steamboat trip to Copenhagen, we soon pass the old port of Lübeck, Travemünde (Hotels: Kurhaus; de Russie), now a much frequented seaside-resort, and then rapidly advance towards the clifty and picturesque isle of Møen, with its capital Stege, a poor hamlet. Early in the morning we find ourselves close to the Danish capital, passing between the island of Amager, whence come all the quaintly dressed peasants that you will see in Copenhagen market, and the island of Saltholm; then the extensive fortifications, and finally gliding into the fine harbour, defended by the citadel of Frederikshavn.

DENMARK (in Danish “Danmark”).

(Compare: Otté’s “Scandinavian History” and her “Denmark and Iceland”).

A kingdom of n. Europe, and the smallest of the n. states, with a constitution of July 1866, consisting of the islands of Seeland, Fünen, Laaland, etc., the peninsula of Jutland, and the outlying island of Bornholm in the Baltic. Denmark is situated between 54°34'–57° 44' n. lat., and 8°5'–12° 40' e. long.; its present contracted dimensions being the
result of the Danish-German war in 1864, which stripped it of the duchies of Schleswig-Holstein and Lauenburg. It comprises an area of 14,789 square miles, with a population in 1890 of 2,172,205, nearly half of whom live exclusively by agriculture, and one-fourth by manufactures and trade. The common products are wheat, rye, oats, barley, potatoes, cattle, horses, pigs, sheep, and butter. Its manufactures are, for the most part, for home consumption. Its principal imports are manufactured goods (woollen, silks, cottons), iron, hardware, wine, fruit, tea, and other colonial produce. Its chief exports are those of agricultural produce, including wheat and barley, bacon, hams, flour, butter, eggs, hides, skins, corn-meal and oil-cake, horses, cattle, the latter principally to Great Britain. Denmark possesses an army of 50,522 men on the war footing, a navy consisting of 37 steam-vessels (including 4 ironclads), mounting 227 guns, with 1,270 officers and men, and a mercantile marine of 3,326 vessels, with a tonnage of 270,515.

Revenue, 1891-92, £ 3,179,630 (the Treasury holding a reserve of about £ 4,550,320); expenditure, 1891-92, £ 3,609,713; public debt, 31st of March 1892, £ 10,500,000; total imports, 1891, £ 18,589,632; total exports 1891, £ 13,836,285; imports from the U. K., 1891 (incl. colonies), £ 3,093,549; exports to the U. K. 1891 (incl. colonies), £ 7,937,382.

Railways (mostly State): 1,230 miles open in 1889. Carriages plain and comfortable, but "express" trains rather slow. — 782 Post-Offices. Prepaid letters in Denmark, 8 öre; to Sweden and Norway, 10 öre; to other places abroad, 20 öre. — 2,760 miles of telegraph. Inland telegrams, 50 öre for 20 words; to England, 25 öre a word.

Money: 1 krone (pl. kroner) = 4 sh. 1½ d. = 100 öre. Gold coins of 20 a. 10 kroner; silver coins of 1, 2, and 4 kroner; and of 10, 20, and 50 öre; bronze coins of 1, 2, and 5 öre. The same currency system exists by treaty in Sweden and Norway. Danish, Norwegian, and Swedish State bank-notes are also current in all the three kingdoms, but not so the bank-notes of private banks in Sweden.

Language. The written Danish is not difficult to understand for Englishmen, with the assistance of German and Dutch, but Danish conversation is very much harder, as even educated Danes make a meal of their best syllables.
NEAR THE HARBOUR, COPENHAGEN.
WHAT TO SEE IN DENMARK.
(Full particulars under the headings quoted).

(Copenhagen, with Klampenborg. — Frederiksborg. — Helsingör).

Copenhagen, in Danish Kjöbenhavn, in French Copenhagen (376,000 inhabitants, incl. the suburbs), the capital of Denmark, lies on the narrow Sound (Sund), and on the profound Kallebodstrand, which separates it from the isle of Amager, and forms its magnificent harbour, capable of holding 5,000 ships. The city proper is in Seeland, whilst the suburb of Kristianshavn lies upon Amager. The harbour is divided into a commercial port (to be further improved by a free-port at a cost of £ 600,000) and a war port. The former ramparts have mostly disappeared, and have been replaced by strong fortifications, erected along a wider circle, in the face of a violent opposition from the People's party in the Danish parliament, leading to a chronic constitutional crisis. C., founded in the 12th c., and reaching a high degree of prosperity in the 17th c., suffered heavily by the action of the English in 1801-7. They first destroyed the Danish fleet, and afterwards bombarded the town for several days. It has, however, more than recovered its previous prosperity. Thorwaldsen, although born at sea, was really a native.

Hotels: Kongen af Danmark (with café), very good; d'Angleterre; *Phönix; de l'Europe; Dagmar; Kjöbenhavn; Central; *National; Victoria; Union; Grand. — Restaurants: *Wittmark; *Klosterkeller; Kücker; Français; Scandinave. Also at the hotels. — Cafés: *Porta; Nielsen; Bernina; Central; Andersen's "Jordberkjelder". Also at some of the hotels. — Beer at many Keller.

Cabs (within the town boundaries, incl. Kristianshavn): 70 öre per drive; outside, 1 krone; per h., 1½ and 2 kr. — Tramways ("sporveie") run through the principal streets, and to the suburbs. Steam tramway to Klampenborg (p. 404). — Steamers to Göteborg (p. 405), Malmö, Christiania (p. 416), and other ports, Danish and foreign. — Post-Office, Store Kjøbmagergade.
Theatres: National, open only in the winter months (dramas, etc.); Kasino (popular comedies); Folke - theater; Dagmar; Morskab; Nerrebro (farces, operettas, etc.). — Panopticum, Panorama, Circus. — Music, theatricals, fireworks, etc. at the Tivoli, a large and unique garden near the Railway Station, something in the style of old Cremorne, and equally jolly. Always something "on", at varying prices of admission. — The National (opposite), Sommerlyst, etc., are similar establishments. — British Minister, Consul, and V. Consul; American Minister and Consul. — English Church (St. Albans), Groningen Esplanade.

Principal Attractions. Kongens Nytorv, a large square, with the "Hesten", a leaden equestrian statue of Christian V, is a convenient centre to start from. Thirteen streets radiate from it, the principal ones being the brilliant Ostergade and the Bredgade. The former is continued by the Amagertorv, where the quaint dresses of the Amager peasants are conspicuous. The Bredgade leads to the Citadel, and passes at a short distance of Amalienborg, the plain residence of the King, and the seat of the Foreign Office. Originally noblemen's mansions, acquired in 1794, the slot is hardly worth visiting. In one of the rooms, Thorwaldsen's "Terpsichore" and "Euterpe". — Amalienborg stands near the quays of the lively harbour. By walking on them towards the Citadel you reach the Lange Linie, a delightful drive by the sea, which may be prolonged northwards. — On the other side of Kongens Nytorv, stand the weird ruins of Kristiansborg, thrice destroyed by fire, the last time in October 1884. It included the Houses of Parliament, a library, picture-gallery, and Thorwaldsen's museum, which was fortunately saved, together with some most valuable works of art, which now adorn the Royal Academy of Arts in Charlottenborg Palace (open daily), rich in *Dutch masters and in paintings of the Danish school. — Thorwaldsen's Museum (open twice a week), a two-storied quadrangle, was erected by the city of C. in 1839 — 48, to receive the works which he had bequeathed to his
fellow-citizens, also his body, which lies under a bed of ivy in the middle of the open court-yard. The vault contains casts and the earliest works of the famous sculptor (1770-1844), but is seldom shown. A good many of the 500 *chef-d'œuvres* which, according to the phraseology of the immortal Artemus Ward, "he did and then died", are here ranged upon the ground-floor of the museum. See the "Hall of Christ", with the figures of Jesus and his apostles, executed for the Fruekirke (see below). Upon the staircase, leading to the top-floor (containing some good pictures), stands the model for the "Hercules" outside.

— The Prindsens Palais, formerly a royal residence, and now the permanent home of several museums, is in the immediate neighbourhood of Christiansborg. The most important collection (accessible nearly every day, but not always without the silver key) is that of *Northern antiquities*. Founded in 1807, it must be ranked among the earliest and richest contributions to the history of mankind. Stone, iron, and bronze tools and weapons in great variety. Tombs and boats, found in bogs. Splendidly worked swords, shields, gold ornaments, etc. Everything is well arranged upon an excellent plan. The third floor of the palace contains the Ethnological Museum (35 rooms), which supplements the Scandinavian collection. There are, further, the collections of Christian antiquities and engravings. — Past the Railway Station and Tivoli, reached in a few minutes, you enter the Fredriksberg Allee, which leads to the palace of the same name (now the Military School), surrounded by a fine park, containing the Danish "Zoo". Ohlenschlager lies buried in the church. Tramway near it. — The principal other attractions of Copenhagen are the Round Tower, an ancient observatory, 115 ft. high, with fine panorama from the platform; the Fruekirke, already mentioned, showing Thorwaldsen's "Christ and his Apostles", also the "Kneeling Angel"; and Rosenborg, a castle in the Dutch Renaissance style, commenced by Christian IV in 1604, after designs by Inigo Jones (it is said). The Round Tower has a curious, inclined plane, from the street to the top, having enough width for a coach and four to ascend by.
a gentle slope. Admission to Rosenborg is by ticket, which costs 6 kr. for a party of not more than 12 persons. This old residence of the Danish kings now contains a most interesting historical museum, illustrating decorative art in its chronological development, from the 15th c. to the present day. Interesting regalia. A lovely park, the favourite lounge of the Copenhagen beau and laid monde, surrounds the manor. In it, two cafés and Saabyle's bronze statue of Hans Andersen. The park extends beyond the Ostervoldgade, where you will find the Botanic Garden and the Observatory, with Bissen's bronze statue of Tycho Brahe, the famous astronomer. — Good pictures (mostly Dutch) in the collection of Count Moltke. — An interesting excursion may be made to Klampenborg, a much-frequented seaside-resort, with good inns. You may do it by the steam tramway (frequent trains), but a better plan is to hire an open carriage for the day, drive to Klampenborg, then along the Sound, lined with charming villas and summer-houses, on to Skodsborg, another popular seaside-place; returning by way of the Eremitage, a royal hunting-lodge on a hill (*café; fine view), enclosed by deer forests, and through the ever-lovely Dyrehave, a wooded region, peopled not only by frisky roes and dams, but also by merry crowds of Copenhagen holiday-makers.

Excursion to Helsingör (quick trains in about 1½ h.). Go by an early train as far as Hilleröd (Hotels: *Leidersdorff; Kronprindsen), a small town near a small lake. On its w. bank, about 20 minutes walk from the station, rises the beautiful and new edifice of *Fredriksborg, replacing a royal summer palace, destroyed by fire in 1859. It stands partly upon islands in the lake, and contains a museum of Danish antiquities, paintings, etc. The splendidly restored "Knight's Hall" and Church (adm. 35 öre) are worthy of a prolonged visit, especially the latter. See Block's N. T. pictures in the royal closet, a clever imitation of the one burnt down in 1859. *Park. — The summer residence of the D. royal family, Fredensborg, the well-known scene of brilliant family gatherings, at which the Czar, the Prince of Wales, etc. are often present, lies 5 m. away from Fredriksborg, on the border
of the lake of Esrom. Beautiful drive thither (4—6 kr.) through the wood and the park of the castle. The latter has an imposing entrance. Boats on the lake. Fredensborg has a railway station, so you need not return to Hilleröd. Continue your journey in the afternoon to Helsingør, or Elsinore (9,000 inh. Hotels: Railway; Norden; Øresund. — British V. Consul; Amer. Consul), an important harbour on the Sound, toll-free since 1857, but still tributary to the annual exactions of Jack Frost. H. is one of the few privileged places where the human eye can see a sound. Innumerable vessels pass to and fro. Watch the grand procession from the lighthouse, or from the old Gothic castle of Kronborg (1574—84), where Hamlet met the ghost of his dear papa (according to Shakspere). That ghost is not shown among the curiosities of the castle, but the equally shadowy tomb of the spleenish Prince of Denmark, and “Ophelia’s brook” are duly exhibited to the credulous at Marienburg, a royal manor not far from Kronborg, like Marienlyst and Hellebæk, two small bathing-places, with Kurhaus and hotels.

For communication with Germany via Rostock see Route 40.

Thirty-fifth Route.

FROM COPENHAGEN TO CHRISTIANIA.

There are several ways to reach Christiania from Copenhagen. One of the comfortable Stettin steamers, owned by “Det Forenede Dampskibs-Selskab” (don’t be frightened!) at Copenhagen, goes, once a week, to Christiania direct in 20 h. The pleasant Lübeck boats, by one of which (p. 397) we arrived at the Danish capital, proceed to either Malmö (for Stockholm, reached in about 13½ h. by express), or Göteborg, subsequently continuing their journey toward Christiania, after calling at different Swedish and Norwegian ports. I have given preference to the latter route for three reasons, the first one being that life is made very pleasant for you on board these Scandinavian steamers; the second, that you see a great deal of the people’s doings and ways at the various ports of call; and the third, that you
approach Christiania from its beautiful fjord. As for the living aboard, it is simply delicious, outdoing even that on the best Scottish steamers, where eating and drinking are the "order of the day". It was on one of the Lübeck boats that I first made the acquaintance of that peculiarly agreeable institution, found all over Scandinavia, Finland, and even in some parts of Russia: the "smörbord", a meal before the meal, consisting of various cold viands and delicacies, sometimes as many as forty, spread out on a separate table, and washed down by copious extracts from different "schnaps" bottles within handy reach. Frequently no charge is made for "smörbord", in some cases only a trifle, as it is considered part of the meal.

If I follow the itinerary as under, it is not because I recommend it, but because it is the usual one for most tourists. It is certainly the quickest, as it enables them to reach Christiania in less than 20 h. after having left Copenhagen. The route is the same as that to Helsingör (p. 404), where steamers lie in readiness to convey passengers in 15 min. across the Sound (3 m. wide) to Helsingborg in Sweden (20,000 inh. Hôtels: Mollberg; Continental; d'Angleterre), a neat town under the Kärnan burgh (fine view), where Bernadotte landed in 1810. Good sea-bathing.

The railway to Christiania passes a long viaduct, leaves the sea, traverses a monotonous plain, then skirts the shore again after Engelholm, 17 m. beyond Helsingborg, and reaches (57 1/2 m.) Halmstad (12,000 inh. Hôtels: Martenson; Svea), a sea-town on the Nissa(o), the principal place of the province of Halland, with important salmon fisheries. The route continues rather insipid to (104 m.) Warberg, a small watering-place, with a Schloss, and further along the indented, fjordy sea-shore to 152 m. Göteborg (g soft), in English and German Gothenburg (100,000 inhabitants), a large seaport, the capital of a province, situated near the Cattegat, upon the left bank of the spacious Götaelf. The town has a Dutch appearance, with its canals and gabled houses, which is not surprising as it was practically founded by Hollanders in the 17th c. Important timber and iron trade, principally with the U. K., the foundation thereof having been laid during Napoleon's blockade of continental ports. Many factories, especially
of cotton, sugar, matches. The gneiss hills within the town have become rapidly covered with houses.

Hotels: *Haglund and Götakällare; Christiania; Royal; Kung Karl. — Restaurants: Börsen; Frimurarelogen. Also at the hotels. — The public-houses in G. are owned by a company, which distributes a certain proportion of profits among its shareholders, and has to devote the balance to improvements and charities. This is the famous "G. system", in vogue elsewhere in Scandinavia. Its temperance benefits are not doubtful. They are absolutely imaginary. — Cafés: Lehnard; Börsen. — Music at the Trädgardsföreningen café. — Cabs ("droskor"): per drive, 1-2 p., 75 öre; 3-4 p., 1 kr.; 1st h., 1½ and 2 kr.; e. subs. h., 60 and 75 öre. — Tramway and Small Steamers in various directions. — Steamers to Christiania (p. 405), Bergen (Route 36), Stockholm, Petersburg, Lübeck (p. 405), Stettin (Route 40), London, Hull, etc. — Post-Office, Skeppsbron.

British Consul and V.-Consul; American Consul. — Engl. Ch., Kasern Torget.

Principal Attractions. There is not much to see at G.; but there are fine streets, squares, and several attractive view-points, the chief one being, perhaps, the charming villa of Mr. Oskar Dickson, a wealthy merchant, whose support to arctic enterprise is so well known. Both the villa and its grounds are readily shown. G. has an imposing Exchange and Theatre, also an interesting Museum (*Scandinavian pictures). Its principal square, the Gustaf Adolfstorg, shows Fogelberg's bronze statue of the famous king (comp. p. 392). — The Brunnspark, a popular resort, is prettily laid out.

Göta Canal. At Göteborg commences the famous Göta Canal, completed in 1832 after well nigh two centuries of constant worries, with various architects, and enormous expense. It unites the Baltic, at Stockholm, with the Skagerag, at Göteborg, a distance of 370 miles. But 270 m. thereof are laid through bays, rivers, and the lakes of Mälar, Wetter, Wener, etc. Although railways have superseded navigation on the canal to a great extent, yet some 3,000 vessels still pass annually through it. Time was when a trip on the canal, by one of the passenger steamers that, several times a week, perform the journey in both directions in about 2½ days, was considered de rigueur for every traveller to Scandinavia. Nowadays it is neglected
by most tourists for "metal more attractive", elsewhere. This does not mean that the steamers are less comfortable and the fares less reasonable than they have been, but solely that the game is not considered worth the candle. The journey goes on uninterruptedly through scenery sometimes attractive and interesting, no doubt, yet more often monotonous or insipid, especially on the large lakes. Those that want to get a fair idea of the Swedish landscape in these parts, should use the steamer between Motala and Berg, if not Norsbolm. One of the most curious sights on the canal is the system of locks (74 in all), by which the difficulties of level, which are sometimes considerable, have to be overcome. The Roxen locks (11) are, perhaps, the most remarkable. The steamers take 90 minutes to pass through them and this gives the travellers ample time to visit the Vretakloster, with its antique royal tombs, and other curiosities. A similar set of locks you will see at Trollhättan, a straggling town of 5,000 inh. (Hotels: Jernvag; Dahllofs; Trollhättan; Utsigten), consisting of mills and workmen's dwellings, which may be reached from Göteborg either by a canal steamer (6—7 h.), or by rail (about 2 h. in a fast train). In fact, I think the locks at Trollhättan far more extraordinary than the rapids, which they were constructed to avoid, and which have procured the place a world-wide renown. The railway is preferable if you
mean to go on to Christiania. You can start from Göteborg either by an afternoon train, remaining the night at the falls, and leaving by the morning express for the Norwegian capital, or depart from Göteborg by the latter, remain all day at Trollhättan, and leave by the night mail. The Norwegian first-class carriages are very good on the Göteborg-Christiania line. On arrival at Trollhättan, the best plan is to drive to the hotel in the omnibus at the station, which lies 15 min. distant (50 öre), visit the falls from there, and return by way of the locks. When you are not pressed for time, the way is easy to find, and a guide wholly unnecessary. The principal fall, and the finest, is the Toppö (44 ft.). These cataracts, which have been somewhat overrated, drive the mills, and are worked in their turn by the shrewd natives, who levy toll wherever there is a chance to do so. Such is the case on the principal bridge, where the best view may be obtained. See the Kungsgrottan, a large "pot-hole" (comp. p. 202). At Trollhättan the river descends 120 ft. By means of nine stupendous locks, vessels in the canal turn this difficulty. It takes about 2 h.; so, if you are on the steamer, there is ample time to view both the locks and the falls. In returning by the former, you will, of course, walk along the canal, cut here through the solid rock. Ascend the cliffs for the view.

Beyond Trollhättan, our train crosses the Götaelf and reaches (50⁹/₁₀ m. from Göteborg). Öxnered, junction for Uddevalla, a prettily placed seaport (Hotels: Norden; Uddevalla), 14⁴/₁₀ m. distant. Near by, Gustafsberg, a watering-place. Steamers run from U. to Göteborg, Fredrikshald etc. (53⁴/₁₀ m.) Wenersborg (5,450 inh. Hotels: Stadshuset; Victoria), a thriving town on a island in the Wen'er Lake, the largest in Sweden (90 m. long, 50 m. broad, and 359 ft. deep in the deepest part), traversed by the Göta Canal. Many islands. Small steamers take 2 days from Wenersborg to Fredrikshald by Ericson's new Dal Island Canal (constructed in 1863—1868 at a cost of 1,500,000 kr.). It passes through pretty scenery, several locks, and over a river on an iron aqueduct of 150 ft. at Hofverud. (54⁴/₁₀ m.) Mellerud, junction for Falun (8,200 inh. Hotels: Dala; Falu), in Dalecarlia, a district famous for its mines, and full of souvenirs of Gustaf Wasa, whose house, now a State museum, is shown at Ornäs, 8 m. from F., which lies 10 h. by rail from Mellerud. At (84⁴/₁₀ m.) Ed, a nice spot on the Stora Lee, part of a large lake, the horses are fed, and the people too in the goodly "Bahnrestauration", outside which stands a monument to Ericson. The Norwegian frontier is crossed at Kornsjö.
It is now the time to say something about Norway, but as this kingdom is linked to Sweden, although the countries and their peoples are entirely distinct, and the latter anything but friendly to one another, I shall here describe Sweden first, and then Norway.

**Scandinavia.**

The literature about Scandinavia is rapidly increasing, particularly that anent Norway, the most interesting of the twin kingdoms).

Scandinavia comprises the kingdoms of Sweden and Norway, now united under one sovereign, and also, as a rule, Denmark. In a narrower sense, it embraces the entire n. w. peninsula of Europe, situate between lat. 55° 20'—70° 12' N. and long. 4° 37'—31° E., bounded by the Baltic and the Gulf of Bothnia on the E., and the Atlantic on the W.

**Sweden** constitutes the half of that peninsula, and, except the capital, is divided into 24 governments, "län," with an area of 173,974 sq. m., and a population in December 1891 of 4,774,409, nearly all of whom are Protestants, and for the most part well educated. About 2,340,000 of the population are devoted to agriculture, about 280,000 being owners of the land they cultivate. The coast-line is about 1,550 miles in extent. The country is mostly flat, with pleasant undulations, rising in the N. W. to the Kölén mountains, which separate Sweden from Norway, and may be divided into three separate districts: the northern, forest; the central, mining; the southern, agriculture. The lakes cover about one-twelfth of the surface. The climate in the S. is favourable for producing grain. The chief articles of cultivation are the various cereals: oats, wheat, barley, rye, and potatoes; a large quantity of oats is annually exported. The forests are very extensive, covering nearly 1/3 the surface of the country, and consisting of pine, birch, fir. These are of great importance, as supplying not only pitch and tar, but also the chief fuel. The mineral products are extremely rich, iron of excellent quality, that known as the Dannemora iron being converted into the finest steel; gold and silver in small proportions; copper, lead, nickel, zinc, cobalt, alum, sulphur, porphyry, and marble. A railway is now in course of construction for the purpose of opening up the rich iron-ore districts of Lapland. Considerable mines of coal are being worked in Scania. The chief imports are coffee, sugar, rice, wine, tobacco, and other ordinary colonial produce, coals, cloth, yarn, wool, cotton, hides, salts, spirits, oils, rye, pork, and machinery. The chief articles of export are timber, oats, cattle, butter, iron, copper, steel, paper, matches, zinc-ores, etc. Commercial travellers in Sweden are compelled to take out a license costing 100 kr., or they incur the risk of being fined.

The field army of Sweden numbers 39,671 officers and men, with 246 guns, and 6,691 horses; the militia and Landsturm, excluding volunteers,
The navy consists of 64 steamers and 117 guns, 15 being ironclads, mostly small for coast defence, with 6 sailing vessels, mounting 34 guns. The officers and men of the navy number about 4,295, with a reserve of 120 officers.

Revenue, 1890—91 budget, £4,911,894; public debt, 1 Jan. 1891, £14,257,337, the whole amount borrowed having been spent on railways; total imports, 1890, £20,904,000; total exports, 1890, £16,767,000; imports from U. K., 1890, £4,418,692; exports to U. K., 1890, £4,418,692.

Railways ("jernväger"). 4,982 m. are open (1,651 m. being State property). There are not many trains in summer, and even less in the winter time. Express trains ("kurirtogen" or "snilltogen") do not move at the rate they maintain in Germany or England, but the carriages are clean and roomy, the first class being good as a rule. Fares are low and station fare is generally reasonable. There are several gauges, necessitating frequent changes—a unmitigated nuisance! Most of these remarks apply to Norwegian railways as well. Circular tickets are obtainable, and self-selected tours may be combined with those in Denmark, Germany, etc. The third class is much used, and many trains have second and third class only. There are carriages for smokers ("rökkupé") and for ladies ("damkupé").—There are 2,246 Post-Offices. Inland letters (within Scandinavia and Denmark), 10 öre; foreign, 20 öre.—1,000 Telegraph Offices; 7,506 m. open. Inland telegrams, 50 öre for 10 words. Telegrams to U. K., 30 öre a word.

Posting is very well organised in S., upon a plan similar to that in Norway, where it is, however, much more in use, as railways there are still few, whilst in S. they form quite a network.

Money. As in Denmark (see p. 400). Beware of the notes issued by the private banks in S.

Weights. Measures. Decimal system. 1 S. mile = 7 E. miles.

Customs. Curious but true: there is no fiscal union between S. and Norway. Your luggage, therefore, has to be examined each time you cross the frontier.

Language. Swedish is much more difficult than Norwegian, which is practically the same as Danish, with this distinction that the pronunciation of Danish differs greatly, the Danes having the English habit of making meals of most of their syllables. German is understood in many of the large towns. The civilised classes of Stockholm speak French. English remains the favourite foreign lingo in Norway, especially at the seaports and on steamers.

Norway is an independent kingdom, since 1814 united with Sweden under the same king of the House of Bernadotte. The parliament is called "Storthing", divided into two sections, chosen by itself, to discuss projected bills, called "Odelsthing" and "Lagthing". The w. and n. portions of the peninsula are about 1,100 m. in length, their greatest width being 250 m. It is divided into 20 provinces, or amts, and comprises an area of 125,000 sq. m. (arable land, one-tenth; forest,
one-fourth; snow, one-fortieth), with a population of 2,000,000. The coast-line is extensive, deeply indented with numerous fjords, and fringed with an immense number of rocky islands. The surface is mountainous, consisting of elevated and barren tablelands, separated by deep and narrow valleys. Agriculture, though pursued with some vigour of late, is unable to furnish sufficient produce for home consumption; hence it has been necessary to import considerable quantities of corn, meat, and butter. The fisheries give employment to a large portion of the w. population throughout the year. The most important are cod and herring; the exports of these and fish-oil were valued at £ 2,067,000 in 1890. The mineral products are similar to, but far less valuable than, those of Sweden. Timber-dressing, mechanical engineering, textile manufactures, ship-building and pulp-making, are the principal departments of industry. The exports of forest produce in 1890 were valued at £ 2,454,000; the value of wood-pulp alone was £ 581,000. The imports consist chiefly of the necessary articles for consumption. The exports include timber, fish, oil, and other products of the fisheries, pulp, skins and furs, nails, textile manufactures, minerals, ice, condensed milk, margarine, butter, cattle, etc. The navy consists of 46 steamers, w. 139 guns, 4 being monitors. The mercantile marine in 1891 comprised 7,432 vessels, of 1,705,699 tons. The regular army is 18,000 men strong, besides the “landvoern” and the “landstorm”. Military service is obligatory and personal after the completion of the 23rd year. The administration of Norway is entirely distinct from that of Sweden, and it retains its own laws. The debt was incurred chiefly in the construction of railways.

Public revenue estimated 1891—92, £ 2,733,333; expenditure ditto, 1891—92, £ 2,738,889; public debt, 1891, £ 6,450,047; total imports, 1890, £ 11,592,000; total exports, 1890, £ 7,283,000; imports from U. K., 1890, £ 3,588,577; exports to U. K., 1890, £ 3,432,689.

Railways. 1,100 m. open in 1891 (see p. 411). — 1,485 Post-Offices open in 1890 (see p. 411). — 354 Telegraph Offices; 5,730 m. open. Inland telegrams, 50 öre for 10 words; 5 öre for every word more. Telegrams to U. K., 26 öre per word.

Posting (p. 411). Roads are mostly good. The State built them and the communes have to maintain them, being at the same time obliged by law to provide travellers with carriages and horses as required. Diligences and coaches are still conspicuous by their absence on most routes. The roads are divided into “skydsstationer” ("skyds", in Sw. "skjuts", both pronounced "shüss", meaning posting), from 6 to 15 m. apart, such “stationer” being either “faste” (fixed, where the "skyds-skaffer"); or stationmaster, always holds a certain number of horses in readiness), or “tilsigelsesstationer”, where horses are not kept ready, as a rule, but have to be fetched from the fields or meadows in the neighbourhood, after due notification ("forbud"). The principal thing on any station is the “skydsbog”, or day-book, in which the orders have to be entered as they come in. Consequently, those that arrive first have a decided advantage over their successors. The “forbud” is another important element in Scandinavian posting.
Without such a message, which should also mention the fact that you expect to be hungry on arrival, and to get something to eat, you may have to wait a long time for your horses, and, worse still, for your meal. In many cases the telephone is now available, but printed "forbud" forms (to be filled up) are preferable. The usual rates for posting vary between 2½ and 3½ pence per mile and per horse. Of course, the traveller can select his own vehicle, which may be an old-fashioned carriole, or a luxurious, modern "trap" or landau. The carriole is the national "jaunting-car", light and strong. But it has its drawbacks. It only carries one person, apart from the driver, male or female, and, therefore, is not available for man and wife, or friends travelling together. They can take a "stolkjærr", a springless "chair-car", in which there is room for two people and a driver, if they do not hire something more commodious and comfortable. For luggage there is enough space as a rule. Most tourists that intend "posting" in Scandinavia either buy or hire a vehicle to their liking from a carriole company, or from one of the numerous private jobmasters, who go in for "contracts", the latter frequently including, "à la Cook", everything on an inland tour. Such contracts may, and usually do, cover water-posting on the lakes and fjords, for which tariffs exist similar to those in force for land-posting. They are the "vandtskyds" and "Baadtskyds". Most of the boats are rowed by 4, 6, or 8 oarsmen. In contradistinction to land-posting, no difference is made in the boat-fares, whether one person only be conveyed, or several persons. All information is readily obtainable at the stations. Much information may likewise be culled from the "Sveriges Kommunikationer" and "Norges Communicationer", the Swedish and Norwegian Bradshaws.

Pedestrianism is not yet very popular in Norway, and hardly practised at all in Sweden. In some parts of Norway, indeed, foot tours are de rigueur, but driving is so cheap and enjoyable that few, comparatively speaking, would care to go in for downright pedestrianism as in Switzerland or the Tyrol. The few Wanderregeln I have given elsewhere (p. 160-1) would, no doubt, hold good for those that intend "doing Norway on foot". Both Norway and Sweden have tourist clubs. The Norwegian ("den norske Turistforeningen"), the more important of the two, has its seat at Christiania, and renders the same services to mountaineers in Norway as the "Alpenvereine" in Switzerland and Austria. Annual subscription, 4 kr., which entitles to various privileges. Superfluous to say that the opportunities for shooting and fishing are many. "Rights" to do so are easily procured. Trout are excellent and so abundant in summer that they may be seen on the table every day. Tinned food should be carried on far-away expeditions. The best time to visit N. is July.

Hotels are not Europeanised as yet outside Christiania, Bergen, Molde, Trondhjem, and a few other places, but even in small country inns everything is beautifully clean, the food there being, of course, very simple, yet ample and, for the time lasting, absurdly cheap. In out-of-the-way places, inns frequently do not exist. In such cases, apply to the
local clergyman, who will probably take you under his roof, without even pretending to charge you anything. Naturally, you will not accept his charming hospitality upon such conditions. All hotels and inns are also restaurants; in the latter, consequently, it is the rule to pay cash for everything, even if you stay in the house. Table d’hôte also is usually charged for on a separate bill. In Norway, waiters are called “opvarter”, in Sweden “kypare” or “garçon”. Specialities of the Scandinavian cuisine are reindeer steak and tongue, haunch of bear, “fladbrot” (oat-cake), stewed “jordbär”, a particular kind of yellow strawberries, etc. By all means eat trout and anchovy. Swedish punch, drunk cold, half a bottle at a time frequently, is very good, and Christiania “öl”, a popular kind of resinous beer, certainly peculiar.

Norwegian School of Painting. This has attained a well-deserved fame, especially in landscape, developed from Düsseldorf. Among the better-known Norwegian paysagistes are Dahl, Ad. Tidemand, whose peasants are renowned; Gude, Morten Müller, Munthe, Thaulow, W. Barth, and Sinding.

Photographs. The most finished are Axel Lindahl’s (at Stockholm). They are beautiful works of art.

What to see in Scandinavia.
(Full particulars under the headings quoted).


We will now proceed on our journey (p. 409). Through several tunnels and past the pretty lake of Fem, connected with other (higher) lakes by canals, we approach (114½ m.) Fredrikshald (12,000 inh. Hotels: Schultz; Jernbane; Svea. — British V. - Consul), romantically situated upon both banks of the Tistedalselv, under the important fortress of Fredrikssten, during the siege of which (1718) famous Charles XII was treacherously shot, it is said, though modern historians deny the truth of the story. Anyway, the Swedes in 1860 erected a monument to the memory of their hero. Fine view from the Brandbatteri. Two public gardens. F., several times destroyed by fire, has a prosperous trade.

More tunnels. Our train skirts the fjords, runs through low-lying fields, then crosses the largest river of Scandinavia, the Glommen, which here forms a magnificent waterfall (65 ft. high) close to (131½ m.) Sarpsborg (3,000 inh. Hotels: Aarland; Kristiansen), with numerous saw-mills
and factories that keep us company all the way to (141½ m.) Fredrikstad (12,500 inh. Hotels: Olsen; Stormoen; Scandinavia), situated at the mouth of the Glommen, which divides the town into two parts, the easternmost of which has the no longer formidable fortifications. A steam-ferry connects the two shores. Frequent steamboat communication with Christiania (7 h.), Torsökle, a lively seaside-resort, and Hankö (1 h.), another popular bathing-place, consisting of hotels and villas.

Next comes (172½ m.) Moss (8,000 inh. Hotels: Moss; Reinsch). 4 h. by steamer from Christiania, where the union between Norway and Sweden was signed in Nov. 1814. Close to Ski, a high viaduct discloses a fine view of the Lionjadal
and of the Bundesfjord, a branch of the Christianiafjord. We
near the latter. At Ljan the numerous villas of the Christiania
Upper Ten commence. Grand panorama of the Norwegian
capital, its beautiful fjord, and the islets of Ormsund,
before we reach Oslo, the former capital, and now a suburb.

209¼ m. Christiania (148,320 inhabitants, with the suburbs),
charmingly placed on the n. shore of the narrow fjord, where
it forms the bay of Bjørviken. It is a modern town, founded
by and named after Christian IV (17th c.), and its rapid
growth is shown by the fact that it had only 10,000
inhabitants in the beginning of our century. An important
trade is carried on here, especially in timber and tourists.

Hotels: *Grand, central and comfortable (with café);
*Victoria; Métropole; Britannia (with café); Royal;
Scandinavie; Martin; du Boulevard; Scheen; Larsen.

Restaurants: Christoffersen; Tivoli; Cordial;
Steam Kitchen ("dampkjøkken"), a philanthropic curiosity,
largely patronised by the poorer classes and worth seeing
(dinners at 35 and 50 øre). Also at the hotels.

Cafés: Pavilion; Idun; Fritzner; Bazarhalle.

Reading-room: Athenæum (introduction for tourists).

English Club, Store Strandgade. — Theatres,
etc.: Christiania (only in summer); Tivoli (similar
to the one at Copenhagen, p. 402); Alhambra, Cas-
sino, Eldorado (all three variety theatres). — Music,
daily in Stundenterlunden (with café).

Railway Stations: Hovedbanegaard, for trains
to and from Fredrikshald and Trondhjem; Vestban-
gaard, for trains to and from Drammen. That Norway
and Sweden are not one, though one, is shown by the
unpleasant fact that luggage of travellers coming from
Sweden is examined at Christiania, if not at the
frontier. — Tramways abundant and cheap. —
Cabs ("trille" or "droske"): per drive (1 person), within
radius, w. 1 horse, 40 øre; 2 p., 60 øre; w. 2 horses (1-2
p.), 80 øre; 3 p. 1 kr.; outside the radius, 80, 110; or
120, 150 øre, acc. to p. carried; per h., 1½ or 2½ kr.
Night fares are higher. — Row-boats, 1. 20 kr. per
h. — Post-Office, Carl Johansgade.

British Consul-G. and V.-C.; American
Consul. — English Church, Möllersgade.
Principal Attractions. Although Christiania be picturesquely interesting, there is really very little to see there. You should take a stroll along the brilliant and lively Carl Johansgade, visit the curious market-place, "Stor Torv", with a statue of Christian IV, by Jacobsen (1874); then the new Parliament-house ("Storthings-Bygning"), readily shown for a small gratuity, and interesting to visit when debates are going on (fine public gallery in the Storthing, or Lower House). The assembly hall of the "Lagthing" (Upper House), in the same building, is smaller. Outside, a statue of Wergeland, the poet. — Further down the street, towards the Castle, but on the opposite side, stands the University (1841—53), founded by Fredrik VI in 1811, and comprising, in three buildings, 6 faculties, with 56 professors, and over 1,000 students. Here are the Zoological, Ethnographical, Botanical, and Mineralogical Museums, the Numismatical Collection, the Library of 250,000 v. (with free reading-room), and the Museum of Northern Antiquities — all of which are accessible on Mon. or Fri., or both days. The latter museum includes (in a separate room) the wonderful *Viking Ship (adm. 50 øre), discovered in 1880 at Gogstad near the C. fjord. This curious relic of the viking age (9th c.) measures 76 ft. in length, is clinker-built and riveted. It was manned by 32 oarsmen.

Still further down is the Slot, or Royal Palace (adm. every aftern.), standing on an eminence (*view), in the middle of a charming park. Built by Linstow in 1823—1848, it contains some good pictures and works of art. In front of the palace, Bergslien's statue of king Carl Johan (Bernadotte). Many villas beyond. — Fine examples of the Scandinavian School of painting will be found in the Picture-Gallery (open daily; sm. fee), behind the University. In it are also good German and Dutch pictures, besides sculptures, drawings, etchings, etc. — Churches at C. I do not press you to visit, except the Gamle Akerskirke (restored in 1861), near the Cemetery. It is of curious construction and probably among the oldest. — Splendid prospects from the promenade around the Akershus fortress (now an
arsenal and prison), near the Pipervik Bay. To it belongs the small island of Hovedø (20 min. by row-boat; 1.20 kr. there and back), with the ruins of an old English abbey. — Oscarshall, a beautiful summer palace, built by Oscar I in 1852, stands high above the sea in a charming position. It is shown for a small fee and contains good pictures, some statuary, and the coronation robes. Reached on foot (about 3 h., there and back); by carriage; by rail, to Bygdø (not advisable); by row-boat (2 kr. there and back), or by steamer. The latter is really most enjoyable, and lands you at a point about 5 minutes' walk from the entrance to the castle, but these little steamers do not go very often. Through a Norwegian gateway, you proceed from Oscarshall to five buildings close by, erected by Oscar II to illustrate ancient Norwegian architecture in its chief features. The principal one is the old wooden church from Gol in Hallingdal (Stavkirke), brought hither in 1884; extremely curious and picturesque (12th c.). Beautiful carvings. Quaint panel-painting (Christ and his apostles). The Stabbur (store-house), Hovedstuen (farm-house) — both from Telemarken — the Rogstu (smoke-hut), an antique dwelling from Russia, and the Loft (barn) from Gudbrandsdalen, are not less interesting, though varying in age. — Other pleasant excursions may be made to Holmendollen (1 3/4 h. by carriage, 10—12 kr.; or by diligence, thrice daily, 1 kr.), where there is a large *hotel on a hill, 1,000 ft. high (*view), also a *sanatorium and café; to Frognersæter, soon reached from Holmendollen along a fine road; to Voksenkollen, on the way, etc. Frognersæter, now municipal property, has various chalets; a tower ("tryvandshöiden"), whence a magnificent panorama, and a *museum of Scandinavian utensils, furniture, etc.

Thirty-sixth Route.

FROM CHRISTIANIA TO THRONDHJEM (Via Bergen).

There are many routes between Christiania and Bergen. The transcontinental railway will be completed one day. In the meantime you can go either: 1. via Randsfjord, by rail or road; thence steamer to Odnäs; thence by road to Lär-
dalsören; thence by steamer to Bergen — the whole occupying about 4-5 days. 2. Via Kröderen, by rail; thence by steamer to Gulsvik; thence to Lårdalsören by road, and on to Bergen by steamer, as above, the time of journey being again 4-5 days. 3. Via Heen (on the line to Randsfjord); thence by steamer to Sörum; thence by road to Frydenlund; thence by road to Lårdalsören; on to Bergen by steamer — the entire trip taking about 4-5 days, as in the previous routes. Finally, there are the delightful and magnificent routes through Telemarken to Odde (p. 421), on the Hardanger, which, including the railway journey to Kongsberg, where the road journey commences, may easily be followed out in about six days. Each route, of course, has its own charms, but it would confiscate too much of my space to point them out in detail.

I must, therefore, content myself with merely indicating my own itinerary upon the last occasion that I visited the North. I took one of the frequent steamers to Laurvik (12,000 inh. Hotels: Grand; Hansen; Johannsen; Victoria; large "hydro"), pleasantly situated, but not possessing any attractions apart from its charming beechwood of 60 acres, containing the Kurhotel, much resorted to by the numerous bathers and drinkers of "mineral", which is efficacious in gout, rheumatism, skin diseases, etc. I visited the *Treschow mansion, overlooking the fjord, the Laksjo lake and waterfalls, subsequently taking train for Skien. Laurvik may be also be reached by railway direct from Christiania (express in 5 h.), whilst Skien, the native town of Ibsen, lies about 1 1/2 h.'s rail beyond Laurvik. Skien (9,000 inh. Hotels: Hoyers; Grand; Royal), an important factory town, with numerous mills, deriving their power from the water of the Telemarken lakes, lies on the Skien river, which forms two great cataracts, and is a good centre for excursions into Telemarken. There are many opportunities to multiply them in different directions. (1) I availed myself of more than one, then

(1) Among the most interesting excursions are those to Hitterdal and Strengen, the latter reached by steamer (past *Ulefos), upon a new canal which ranks amid the most stupendous engineering works of modern times. Grand scenery all the way to the head of Bandak lake, a distance of over 100 kilometers from Skien. Many locks are passed. Laurdal, where the route to Olde (see above) may be rejoined, lies in a beautiful position unter high mountains.
returning to Skien, and embarking again upon a steamer for Arendal (4,500 inh. Hotels: *Schnurbusch; Fönix; Grand), a rising seaport which lies about 14 h. by steam from Christiania by the direct steamer. From here, and from the intermediate port of Kragerø, postal roads lead into Telemarken. There is not much to see on the coast beyond Arendal, as far as Christianssand (13,000 inh. Hotels: *Ernst; Preuss; Dagmar. — Public-houses conducted upon the Göteborg plan, see p. 407. — Cabs: per drive within radius, 40-80 öre, according to number carried. — Steamers to Christiania, Bergen, Hamburg, Hull, London, etc. — Post-Office, Kongensgade. — British V.-Consul; Amer. Agent), a good port on the Skagerak, with docks and obsolete fortifications, partly erected upon small islands in the capacious harbour. Numerous walks and excursions, anent which consult the local branch of the Tourist Club. Valuable altar-piece by E. Petersen in the quaint cathedral. C. lies about 28 hours’ steam from Christiania by the semi-direct steamers, and less by the direct ones. To Stavanger, the former occupy about 14 h., some stopping on the way at Farsund, others at Eggersund, small coast towns where large fisheries are established. In Eggersund there exist extensive and well-known potteries besides. The sea journey along the rocky shores is not very attractive, and may be rather unpleasant in bad weather. For this reason, travellers are wont to leave the steamer at Eggersund, and travel to Stavanger by rail (fast train in about 21/2 h.). Stavanger (25,000 inh. Hotels: *Grand; Fönix; Wesnäs; Scandinavie. — Post-Office, Ovre Strandgade. — Theatre (open now and again). — Music at Bjergsted’s. — Norsk Turistbureau. — British Vice-Consul; American Agent) is a timber and fishing port of some importance, lies on the Bukkenfjord, and has an interesting Cathedral (founded in the 13th c., and restored in 1867), also a Museum, containing, among other objects, a noteworthy collection of “queer fish”.

There are two main routes, leading from S. northward. The first is the sea route to Bergen, reached in 10 h. by frequent steamers, which touch half-way at Haugesund (5,870 inh. Hotels: Jonassen; Grand), with the tomb of king Harald Haarfager, who here defeated the earls in 872,
before conquering the whole country. It is indicated by an obelisk in red granite, 56 ft. high, surrounded by 31 upright stones, representing the districts won, and unveiled by King Oscar in 1872. The other route, selected by me upon the last occasion, leads to Odde, on the Hardangerfjord. It is very beautiful throughout, and occupies about 2 1/2 days. First you take the steamer (5 h.) to Sand (inns), through the Sandfjord with its numerous islands. Then follows a carriole drive to Osen (Inns: Sundal; Underbakke) in about 2 h. Sleeping there, next morning embark upon a fjord steamer to Näs (Inns: Lone; Gauthun), where the magnificent *causeway through the Bratlandsdal, newly constructed, leads to the *hotel at Röldal, in a charming site, worthy of a lengthy stay. Here the roads from Skien (p. 419) and Näs meet. After passing the night at the said inn, or at *Breifonn's, the third day proceed by carriole to Odde, along a road almost Alpine in its grandeur. You pass giant mountains, deep ravines, solitary vands (lakes), and (near Odde) you get glimpses of that immense and glorious glacier, Folgefönd (5,500 ft. high; 108 sq. m.), which sends down numerous branches. One of them, the Buarbra, is easily ascendable from Odde in about 5 h., or the Folgefönd may be crossed from the said village to the Hardangerfjord in about 10 h. (guide, 15 kr.).

Odde (Hotels: *Hardanger (with Engl. Ch. serv.); Ole Presteguard; Baard-Aga; Hellström; Jordal) is a great and beautifully situated tourist centre, where the routes radiate in various directions, and where excursions abound. From here, I have gone on by steamer to Bergen (about 13 h.), through the grand *Hardangerfjord, which really consists of numerous smaller fjords, where even big steamers may safely enter, such is the depth of water available. The itineraries of the steamers running should be carefully studied, to avoid disappointment, as the times of sailing, and the places where they call, vary constantly. You begin by a splendid trip on the Sørfjord, with a continuous view of Folgefönd; then halt after 3 h. at Eide, whence Vossevangen (p. 424) may be reached in 4 h. by carriage or by the diligence, which proceeds in the direction of Gudvangen (p. 424). We shall, however, first travel to Bergen, by remaining on the steamer
that took us up at Odde, and steaming w., right through the Hardanger, admiring nearly all the time.

Bergen (53,686 inhabitants), founded in the 11th c., is the second largest town of Norway, and the warmest, not on account of the many fires that have repeatedly destroyed
it, but because it is in the full enjoyment of the gulfstream, which also procures it 200 rainy days on an average every year! B., at one time an important Hansa town, is still in the possession of a large trade (timber, iron, fish, etc.), and forms the centre of numerous factories (tobacco, whisky, porcelain, rope works, etc.). Its position among the "seven hills" is attractive, and its fortified port excellent (deep, sheltered anchorage), but the latter is somewhat difficult of access, owing to the many rocky islets in the fjord. Most houses are of wood. Ole Bull was born at B.

Hotels: *Smeby; *Holdt; Norge; Scandinavie; Nordtsjerna; Bergen. All with restaurants. Spirit licences at B. are dealt with in a way similar to the Göteborg system, and liqueurs in the hotels are only supplied by the bottle. I have seen tourists "syndicating" a bottle to get a schnaps! — Newspapers at the Logen Club. — Several Tourist Offices. — Post-Office, Smaastrandgade. — Cabs: 50-80 öre per drive, within the town limits, according to number carried. — Norwegian Theatre (3 t. a week). — Park (music). — British V.-Consul; American Consul. — English Ch. service in summer.

Principal Attractions. A short stroll through Bergen will enable the tourist soon to master the chief sights. The wooden houses will strike him as curious. See the Kongehallen (the banqueting-room of king Haakon), now restored; the ancient Rosenkranz Tower, with many interesting souvenirs, and a fine view from the top-floor; the *Hanseatic Museum, founded to illustrate life among the old Hansa people, even in their attics and exclusive antics; the Tyskebryge, with its fanciful Hanseatic warehouses; the Stadsport (1630), the ancient gate of B.; the large Leper Hospital (wonderfully interesting); and the Picture-Gallery, rich in paintings by Norwegian masters, at the Museum, which also contains many Scandinavian antiquities, a rich zoological collection, etc. The pretty Nygaards Park, laid out in recent years, lies behind the Museum, near the station of the railway to Vossevangen, on a small lake, communicating with a larger one, and with the fjord beyond. — The Churches of B. are neither ancient nor
very interesting. — Excursions may be made to the hills around B., reached by the beautiful Dramvei road, leading to the huge iron vane on the Fløifjeld. From the loftiest heights, magnificent vistas, comprising even Folgefond (p. 421). — Visit Ole Bull's island, Lysø, and Fantof, the residence of the American consul (with the quaint, old, wooden church from Fortun), near Tjøsanger station on the railway to Vossevangen.

Leaving Bergen by the railway to Vossevangen, which, opened in 1882, and running through the beautiful Voss district at a high level, is a costly triumph of engineering skill (55 tunnels in 65 miles, covered in 4 h. by the "fast" trains), I rejoined the carriole road at Vossevangen (Hotels: *Fleischer; Meinhardt; *Vossevangen; Kjeller; Sörheim. — English Ch. serv. in summer). It lies charmingly at the foot of the Graaside (4,250 ft.), on the Vangsvand, and in latter years has become increasingly popular. All the inns are consequently overrun in the height of the summer season. Many excursions.

The diligence (see p. 421) runs in 7 h. (w. 2 h. at Stalheim) to Gudvangen on the Nárofjord. There are also the usual other conveyances available. The road through the famous Národal, hemmed in by mountains 4,000 and 5,000 ft. high, is grand, and much frequented. Big waterfalls scarcely attract attention; so many of them! Stalheim's position among the lofty highlands is among the finest, even in Norway. Magnificent panorama from the Stalheim hotel, the best establishment in the W. Gudvangen (Inns: Helland; Hansen), a small hamlet with little sun and plenty of mountain, is reached down the zigzags of the *Stalheimsklei. Steamers run thence through the Sognefjord, extending on one side to the Lárdal (p. 418-9), on the other, to the coast. Some of them go direct to Lárdalsören, through its somber fjord. There is also a direct steam communication in about 17 h. between Bergen and Lárdal, but hardly any between Gudvangen and Bergen or Molde. Tourists coming from Gudvangen, and proceeding to either place, or arriving from Bergen or Molde, and bound for Gudvangen, have to change steamers at an intermediate station. A close study of time-tables, therefore, becomes a necessity to prevent disappointments and delays.
Starting from Gudvangen, I have navigated the beautiful Sognefjord, which, with its numerous ramifications, covers an area of about 3,500 sq. m. as far as Vadheim. Its scenery is quite as imposing as that of the Hardanger. The finest points are, perhaps, Balholm (Inns: *Kvikne; Landmark) and Sogndal (Inns: *Danielsen; Schielerup), from both of which places delightful excursions may be made. At Balholm the favourite one is to Mundal, by steamer up the Fjarlandsfjord, for the ascent of some of the finest glaciers (belonging to the Jostedalsbrå, the largest group in Norway) that abound in the Sogne district.

At Vadheim (inn), I have again taken the carriole to Førde on the Søndfjord (steamboat communication with Bergen and Molde); Skei on a large lake, and Vårio, beautifully seated on the Indvikfjord, which I crossed in a boat (as per tariff, 2 h.), because steamers are not always available, to Faleide (inn), on the n. side of the fjord, a wildly romantic spot. Excursions to the snowfields and glaciers in the immediate neighbourhood. Steam communication with Bergen and Molde through the Nordfjord.

On to Hellesylt (Hotels: Hellesylt; Tryggestad; Magnus Säters), along a rugged road, through a weird mountainous country, past Grodaas, near the large Hornindalvand, and past Indre Haugen, at the foot of Hornindalsrokken (5,300 ft., ascendable in 10 h.; difficult). Hellesylt, in a narrow gorge at the head of the grand Sunelvsfjord, has also deservedly become a favourite haunt of modern tourists. Their most natural and gratifying excursion should be by steamer (1 1/2 h.), or row-boat (2 1/2 h.; there and back 12 kr., with 3 rowers) to Meraak (pr. “merok”), at the head of the Geirangerfjord, navigated by the steamers from Aalesund (p. 426). The gloomy grandeur of this fjord almost out-“neros” the Nærøfjord. Everywhere tower precipitous mountains, bathed by numerous waterfalls, and peopled by strange beings, dwelling, like chamois, in seemingly inaccessible spots above the abyss. Meraak is the starting-point, on this side, for the popular Gudbrandsdal (p. 426), and many that do not go as far, proceed a short way in order to get the *panorama from the upper end of the new and magnificent road, where the Geiranger suddenly bursts into view.

From Meraak, I have taken the steamer for Aalesund, visiting
on my way: Sylte (inn), where many leave the vessel to walk or drive into the Valdal and the Romsdal (p. 426), a beautiful but fatiguing excursion, as the tracks are still in a primitive condition, and Söholt (Inns: Rasmussen; Söholt), an attractive spot among lofty mountains. Aalesund (Hotels: Scandinavie; Schieldrop, both good) is reached through a labyrinth of islets, encased within high mountains. It lies about 12 h. by steamer from Hellesylt, in a picturesque site, historically interesting as the spot where “Rollo’s” conquerors set sail for Normandy in 905. Important fisheries. Here I embarked upon a steamer bound for Molde, distant about 4-5 h. There are many steamers in both directions between Molde and Aalesund, local steamers as well as through steamers, the latter going to or coming from Bergen, Christiania, Hamburg, etc.

The sea approach to Molde (1,650 inh. Hotels: *Grand; *Alexandra. — British Vice-Consul. — English Ch. serv.) is strikingly beautiful. Molde, whose irregularly built wooden houses stretch forth rather stragglingly along the shores of its fjord, has a magnificent background of mountains, full of promise; and these, together with a luxuriant vegetation, a consequence of its mild climate, attract many tourists, who stay here a day or two, at least; not a few of such are Englishmen that, proverbially, only “go out to kill something”, for hunting and fishing are ever to the fore at Molde. But lovers of sailing, boating, and walking will likewise find plenty of occupation. Pedestrians should at least ascend to the Vane (1,343 ft.), through the grounds of Dahl’s Villa, for the sake of the vista, or walk along the Fannestrand to the villages there.

Once at Molde, the voyager usually takes the steamboat (3½ h.) to Veblungsnäs (Inns: Romsdal; Onsum), opposite Näs (Inns: Bellevue; *Grand; Unhiem; Romsdalshorn), for a visit to the ever-famous Romsdal, whose principal attraction, the almost inaccessible „Horn“ (5,104 ft.), is seen at both places in its full glory. The Romsdal should be explored on foot or by carriole at least as far as Stueflaaten. The scenery is not so fine beyond, on the road to Dombaas, at the entrance of the Gudbrandsdal, where the routes from Trondhjem (over the much frequented Dovrefjeld) and Veblungsnäs unite, and then take a s. direction towards Liljehammer (between which place and Veblungsnäs a diligence runs in summer) and Christiania (Route 37). The whole distance between the capital and Molde may be covered by this route in about 5 days, unless you make a stay at Dombaas for the purpose of exploring the little known regions of the Jotunfjeld,
which contains Norway’s highest mountains (above 8,000 ft.), and a scenery almost Alpine in its pristine glories, but lacking Alpine freshness and varied life. Among them are the three lakes of Gjendin, Bygdin, and Tyin; the former, shut in by precipitous mountains rising to 7,000 ft., possesses a grandeur all its own. It would take you several days to get even a superficial knowledge of this district, which is rendered more accessible every year by the continued and highly praiseworthy efforts of the Norwegian Tourist Club (p. 413). It has constructed huts and paths, and should be consulted at Christiania by the would-be visitor before he starts. But, despite the great improvements effected, he will still have a deal of “roughing” in the Jotunhjem.

The steamers usually take 9 h. from Molde to Christiansund (10,386 inh.), a thrifty town, curiously spread over 4 islets, near beautiful scenery upon the mainland, and as much again to Trondheim (25,000 inh.). Hotels: *Angleterre; Britannia; Nordkap; Grand. — Restaurants: Theater; Hjorten’s; Harmonien-klub. Also at the hotels. — Post-Office, Kongensgade. — Cabs (as per tariff). — British V.-Consul; American Consul. — English Ch. serv., Kongensgade.

Principal Attractions. For these, I refer you to the extracts from my diary in the next route. I further recommend the following excursions: 1. to Munkholmen (20 min.), an island which was formerly a fortress. V. Hugo describes this rock in “Han d’Islande”. Fine view from the lighthouse. 2. to Lefossen (4 m.), a double waterfall formed by the Nid, Trondheim’s river. The lower fall (over 100 ft. high) is the most beautiful. The Tourist Club has much improved the approaches. 3. to Sålbo Lake (with a good sanatorium in a glorious site), where the Nid rises (2 days). 4. to Graadal, a mountain of 1,840 ft. (*view), distant about 9 m.

Thirty-seventh Route.

A JOURNEY DUE NORTH.

(Extracts from my Diary).

Whenever I read of those ancient mariners, who bravely tried to sail around the North Cape, and force a north eastern passage through regions unknown, I cannot help feeling a pang of deep-felt regret. If such intrepid explorers had only waited a time — I do not say a fortnight, or three weeks — they might have safely “booked” at one of the tourists’ agencies for a berth on a modern steamer, accomplishing their northward journey in perfect comfort, and not worrying themselves about anything except eating, drinking, and sleeping, or sight-seeing, when not engaged upon one of the three other interesting
pursuits. Instead of going to Ludgate-circus, those mistaken ancient mariners went their own way, and "personally conducted" themselves to destruction and death.

Nowadays nothing is easier than to steam round the North Cape, and, given a tolerable summer, a non-liability to sea-sickness, and a purse, with something worth having in it, there are also few voyages more pleasant or more interesting than this. Herein lies, no doubt, one of the secrets of the rapidly increasing popularity of journeys to the North Cape, now that Switzerland, Italy, and Central Europe are literally being overdone and overrun by the international traveller. But let me tell you my own story. Perhaps it may induce some of you to follow my example. Not many years ago I had resolved to carry out an old fancy of mine, and visit the great headland, where Carlyle's hero mysteriously emerged, and held his famous speech to the Arctic Ocean. So I arrived one fine day in June at Trondhjem, the real starting-point of the tourist steamers for the northern latitudes. I went overland that time, because I wished to visit again Copenhagen, Göteborg, and Christiania. But there are now many ways of reaching Trondhjem, and those in a hurry, or fond of the North Sea, many cross over direct from Hull, Newcastle, or Leith.

Trondhjem, often uglified into Drontheim by ignorant foreigners

LAPLANDERS
was the regular type of a Norwegian seaport-town; and reveals the same characteristics as some of the places in the extreme North of Scotland, like Thurso for example, a circumstance easily explained by the fact that the latter are Scandinavian in their origin. The houses at Trondhjem are all, or nearly all, one-storied wooden structures, maybe with "stoops", and thatched roofs are frequent, especially in the outskirts, where one also sees the curious spectacle of trees and shrubs growing on the top of houses, a sight as familiar in the North as stones are a feature of cottages in Alpine districts. Some Scandinavian peasants have regular flower-gardens on their roofs, others are stated to possess lofty orchards there, but I must admit that I have not seen this variation on the floating gardens of Semiramis.

The streets of Trondhjem are broad and clean, like the quays on the beautiful fjord, but the pavement is worse than that of a small provincial town in Holland, and this is saying a good deal. I had several opportunities of finding out that weak spot, before leaving Trondhjem, not only in jolting along from the station to the hotel in one of those funny Scandinavian carrioles, but also in walking to the steamboat office on the main quay. Here I was fortunate enough to secure on board the Sverre Sigurdsøn, a tourist steamer starting for the North Cape the very day of my arrival at Trondhjem, the last available cabin on that journey. This was fortunate, because many came after me, and they would have to wait several days, as the tourist steamers only run twice a week.

Happy in the possession of my berth, which I had been allowed to inspect before engaging it, I started for a tour of exploration in the town and its immediate neighbourhood. It is very ancient as a community, we know, having been founded by Kongen Olaf in the year 997, but there is little left of the oldest parts (1), because the antique capital of Norway has been repeatedly destroyed by fire; yet, there remains the venerable cathedral, the noblest and one of the largest Scandinavian churches, to the present day, despite manifold destructions by the flames and the hand of man. It is full of magnificent specimens of Norman and Gothic architecture. The State and the Trondhjem people are resolved to restore it to its ancient splendour, and restoration by competent architects is going on uninterruptedly. When this work is completed, the coronation of the kings of Norway, which always takes place here, will be celebrated in one of the grandest edifices of the kind. Close by stands the "Stiftsgaard", where the sovereigns reside, when they come hither for their coronation. It is a building of the most unassuming appearance, and it would not pass muster for a palace anywhere. The interior also has an almost patriarchal simplicity.

In the evening we all embarked on board the Sverre Sigurdsøn, moored along one of the harbour quays. The sun shone forth in all its glory, although it was already half past nine at night, and it

1) The present custom-house stands upon the site of the Orething, where the first kings were elected.
illuminated a scene of unwonted bustle and animation. Passengers for the North were arriving every moment, and among them the people from the other side of the herring pond, could be easily recognised by their Transatlantic faces and costume, if not by the bulk of their "sarratogas". By ten every one was aboard and, soon after, the Sverre Sigurdsson steered out of the harbour and the fjord into the open, affording us a lovely retrospect of the quaint town, its background of rocky hills, and the islands that stud its approaches.

Life on board these tourist steamers is very much the life of the mail-boats to India and America. Having been on them, I soon felt myself at home, and so did the vast majority of passengers, who belonged to the great American race. Indeed, the Americans are the main supporters of this tourist route, and it is their aid which has enabled the Bergenske and Nordenfelske United Steamship Companies, to which these steamers jointly belong, to run them thus frequently to the North Cape, and to fit them up so luxuriously, indeed regardless of all expense. For the tourist steamers must not be confounded with the trade boats from Hamburg and Christiania to Hammerfest, Vardø and Vadsø, beyond the North Cape. The latter call for cargo and discharge it all along the Norwegian coast; they perform the journey between Trondhjem and the North Cape in five days. The tourist steamers accomplish the same
trip in four days; they carry no cargo, but only passengers' luggage and stores. The crew is a picked one and the officers, all linguists more or less, like the captain, are selected with a special purpose, viz. to study the safety and the comfort of the passengers, and to watch over their sight-seeing and pleasures. These duties are so delicately performed that the steamers are actually stopped, and "put up" in a quiet fjord at meal-times, thus giving all passengers, even those most prone to sea-sickness, the chance of a pleasant dinner or breakfast à la fourchette. And eating is, next to view-hunting, the most important function on board, not only because the air in these high latitudes makes one hungry like a blue fox, but because the repasts themselves, evidently prepared by a Scandinavian artist, well repay those that honour them with their appetite. There is perhaps a surfeit of salmon, boiled, broiled, and smoked — though it is salmon such as one does not taste anywhere in the wide world outside Norway — but salmon is only one feature of the daily menus, and the latter offer so many things, such as reindeer tongue and bear steak, strange yet palatable, that the mind's eye, no less than the inner person, gets bewildered at this embarras de richesses, especially because enumerated in the picturesque vernacular. The German or the Dutchman may be able to detect the meaning of a fskoitt lox med persillesmör or of jordbör med flöde, but it is trying to the average Englishman or American. How fortunate for him that every waiter speaks English! The meal-times are very pleasant on board these steamers, if the passengers get on well together. There are no classes and the nationalities mix freely. There were several of the latter on the Sverre Sigurdssón, the Germans being the most numerous after the Americans, and the Italians, drawn no doubt from their sunny South by the law of contrasts, the most numerous after the Germans. The English, supposed to be the greatest of travellers, were "nowhere", and the Norwegians had only one representative in a fair and charming young lady from Christiania, who would have been captured half a dozen times by our bachelors, had she not hastened to inform them that she was already engaged to one of their sex, whom she had left behind, to wait and pray for the sweetheart's safe and speedy return.

The saloon of a tourist steamer is like the table d'hôte of an Alpine inn: the centre of all spiritual activity. The scenery admired during the day, the scenery to be admired the next morning, the joys and adventures of a voyage, form the recurrent topics of conversation. But, as all the passengers of a steamer know one another after a day or two, they understand how to vary that eternally green subject of their trite causerie. After a while, the inevitable "colonel" from Colorado, who has broken up his home at Denver, and has become a wanderer upon earth, begins to talk about ranches and American mines. The wife of a Californian millionaire, who has been to Alaska in her own yacht, and declares that Norway is, of course, not "in it", unburdens her soul on the matter of spoons and forks, the collecting of which is now the great rage among American ladies, as one can readily ascertain in Scandinavian and Russian shops. And the young German
doctor attempts to explain the origin of the Laplanders, finding, however, in an accomplished Finnish lady from Helsingfors, an antagonist worthy of his steel, whilst the Italians discuss politics in their own vivacious manner, asking themselves and others, what il principe Bismarck meant by sending l'imperatore di Germania to the Lofoten, when the Iron Chancellor still had the chance to do so.

After meals, the crusty old bachelors, and those younger one that perhaps aspire to be such one day, continue their conversazione in the cosy røgesalon on deck, but the more sociable and courteous join the already coffee-sipping ladies outside, and make themselves useful, nay often indispensable, by arranging the easy chairs and wrapping up the gentle occupants. For, despite a perpetual sunshine, the air is cold and crisp in these arctic regions, especially in the evening, when the sun sinks low. Then the panorama, eternally beautiful as it unrolls itself before the eye, finds fresh admirers and critics — those foolish critics, that want to compare Norwegian scenery with scenery in Scotland or in the Tyrol. One might as well attempt to parallel Rembrandt and Claude Lorrain, Velasquez and Jan Steen. It is odious to liken landscapes and seascapes. Switzerland and the land of Scots, the Alps and Sicily, Spain and Palestine, have beauties of their own, but the wonders of Norway are standing out by themselves. Their grandeur is rarer, because they unite in them the two chief features of magnificence in Nature: high mountains and the glorious ocean, always incomparable in its never-varying and ever-varying effects of light and colour. And on the journey to the North Cape one views what Norway really possesses finest in her rugged coast and islands. One passes the loftiest peaks, the noblest fjords, the grandest glaciers that she can offer to the ever-marvelling traveller. The only reasonable observation he can allow himself to make, is that the accumulation of natural beauties in this part of Scandinavia is almost overwhelming. There is no finality in them. The beautiful Lofoten Islands, for example, through which the tourist steamer wends its way, are a paradise by themselves, but it is impossible to analyse its numberless attractions, spread over an enormous area of sea and tall mountain. Six weeks would not suffice for more than a hasty exploration.

In Switzerland and in the Tyrol there are extensive glaciers, though none so extensive as the Swartisen or the Jostedalsbri or on the Norwegian coast, the largest in Europe, if not in the world, but the Swiss and Tyrolese glaciers stand apart. They do not present themselves in bewildering series, like those in the Lyngenfjord, where one gets positively tired of them after a while.

There is an impression abroad that the Norwegian coast-line, albeit steep, jagged, and Alpine in its character, is bare and, consequently, does not present the charming contrasts of verdure and rock, snow, or ice, which are so frequent and so beautiful in Switzerland and in the Austrian Alps. To a certain extent, the remark is well founded; yet it would be a grave mistake to suppose that there is no verdure at all to vary the monotony of lofty and cragged cliffs in Norway. In many parts the familiar Scotch fir or larch holds its own, in others
MIDNIGHT AT THE NORTH CAPE.
there cluster real oases of grass, ferns, and trees. I was surprised to find these oases even far beyond the Arctic Circle. The explanation is, of course, that the Norwegian sea-board lies under the heat- and life-giving influence of the mighty gulfstream, which heaves and throbs through the fringe of islands, whereby the whole coast is lined. Hence that coast is seldom ice-bound, and temperature differs greatly between ports and inland places.

We crossed the Arctic Circle on the fourth of July, and the important event was duly announced by the booming of cannon. It was an important event to us, for, from that moment, we had a certain right to expect the advent of the great aim of all pilgrimage to the North Cape: the Midnight Sun! We had to wait for his Solar Majesty some days yet, however, and we could not properly catch him until we had en-
tered the Lyngenfjord. But when we did catch him, it was a grand episode. Everybody, of course, sat or stood on deck to salute him, and the captain’s bridge looked like a vast platform on Derby-day, when the firing of our artillery announced the midnight hour, and King Sol not gone to bed yet, any more than his worshippers at that solemn moment. The Midnight Sun is something wonderful. No description can do justice to the sensation one has of basking in his rays, while overlooking that vast wilderness of lifeless, still ocean, and of somber, unpeopled, towering headlands and isles, at a time when the “iron tongue of Time hath tolled twelve”. There is a strange, a weird, feeling in the spectator, a fascination, difficult to resist; spell-bound he clings to the deck, mayhap watching the birds of prey on high, and the merry white dolphins in the brine below, making the most of their brief summer. The hours pass, and at last he forces himself to seek sleep in an artificially darkened cabin. Now he can understand, why the Northmen celebrate the summer solstice as a general holiday, why Scandinavians travel scores of miles to gaze at the Midnight Sun. To them he appears as the god of light and life, after many weary months of gloom and darkness. Sun-worship must have begun in northern climes.

But to us, living much further south, accustomed to the variations of night and day, this perpetual sunlight becomes a burden all too soon. We pray for darkness, we bless the goddess of night, when she comes to the rescue and throws her cloak of dusk over us again, at last.

We reached the grandiose North Cape, the furthest northern extremity of Europe, on Sunday evening, the 7th of July. We had spent the afternoon around the extraordinary Svaerholdklubben, or Bird Mountain, a perpendicular cliff, many hundreds of feet high, where millions of gulls nestle, which, driven up by the boom of cannon on board, obscure the air, and fill it with the flap of their wings, with the dull and distant squeak of their plaintive cries. After a while, when the panic has somewhat subsided, they will return again to their rock-ledges, lining them like light grey soldiers, only to fly heavenward once more at the sound of the furious cannonade. These singular birds have stuck to that rock for untold ages, although they are continually disturbed and alarmed, moreover caught in their thousands for manure by the owner of Svaerholdklubben.

As soon as we arrived at the North Cape, we prepared to land. It being rough, the gentlemen alone took to the boats, which soon brought us into a quiet nook. From here, the ascent at the back of the headland began, along an extremely steep and stony path, but leading to the plateau on the top, through a lovely garden of the most brilliant Arctic flowers. Once upon the summit, however, I could perceive no vegetation whatever. The lofty tableland, bordered on three sides by enormous precipices, is prefectly level and covered with flints of various sizes and hues. Some of these I have brought home with me as a curiosity, and they are curious, for their small cracks and fissures are filled with a very fine moss, though how it can live on stone, without an atom of earth, is a puzzle to me. Two monuments, small but strongly built, remind us in this wilderness of the visits of notable men. One
perpetuates the souvenir of a tour by King Oscar in 1873, the other recalls the fact that the Austrian Alpine Club was here, a few years later. But there yet exists another solid memento of human curiosity and enterprise on the North Cape. This is an old, weather-beaten, iron-hooped, wooden chest of respectable dimensions. Here we have the cellar and the biscuit-box of northernmost Europe! Presently the key-holder arrived, produced his Mumm, his Moët, his brandy and his whiskey, his biscuits withal, and then we joined in a loving cup out of sherry glasses, toasting and shouting hurrah, as soon as Midnight struck in our minds, by the sight of our watches, and the sun shone forth from under his canopy of arctic clouds. At that moment, the scene was weird and grand beyond description, and it must have left a lasting impression upon all who were present. From this great headland the view is singularly impressive. The western horizon is bounded by the snowfields of the Magerå, the eastern by the lofty, dark masses of the Bird Mountain and Cape Nordkyn, the northernmost point of the European continent. Beyond, there is nothing but limitless ocean, rolling forth in its grey billows to regions unknown and unknowable.

On the morning of Monday, we have anchor upon our return journey. I have not told you of our adventures on our way to the North Cape; of our stay at Bodø (1), Tromsø (2), and Hammerfest (3), the most northerly town of our hemisphere; of our excursion to the Lapp encampment near Tromsø, where I tasted reindeer milk for the first time, and saw the curious sight of a large reindeer herd; of our descent upon the huge Svartisen, and of many other points, that might perhaps interest you. Nor have I described that strange island Hestmandø, which you pass on the outward journey to Bodø, and which is said to resemble a cloaked rider, nor chronicled the fact of our landing, before that, at Torgatten, the “Hat Island” (from its shape), with its extraordinary, natural tunnel, which is 540 ft. long, from 65 to 230 ft. high (at the s. side), and forms one of the greatest curiosities during the journey to the North Cape. But I must leave something for another time. Besides, I have not yet forgotten the wholesome advice of Voltaire: “Le secret d’ennuyer est celui de tout dire”.

(1) A town of 3,660 inh., the capital of Nordland (Hotels: Grand. — British V.-Consul).
(2) A town of 5,700 inh. (Hotels: Norden; Grand. — British V.-Consul). It is the well-situated capital of Finnmarken, and possesses a most interesting museum. The visit to the Lapp encampment in the Tromsdal will occupy about 3 h. You will be surprised at the many trees and the luxuriant verdure around Tromsø.
(3) Hammerfest (2,000 inh.), a place nearly destroyed by fire in 1890, will fascinate you very much as the northernmost town of the world. It lies upon a treeless island (Kvalø), at the foot of a small mountain, frequently ascended (14 h.) for a peep at the midnight sun, visible here from 13th May to July 29th. Many Lapps about. Murray says they are a hardy lot. They lap (oh!) a little milk, and then tramp for 30 m. at a stretch. What a “stretch!” I have not seen them do it, but I know they are champion lappers of other good liquids besides milk.
After your return to Trondhjem, you can “book” either by the railway direct to Christiania, upon which comfortable express trains in the summer season perform the journey via Koppang (349 m.) in 17 h.; or you may prefer to proceed to Stockholm by the through train via Storlien. This takes about 20 h., the distance from Trondhjem to Storlien being 651/2 m., thence to Stockholm 464 m. The Swedish frontier is reached beyond Meraker, at an altitude of nearly 2,000 ft., to which the line ascends through a beautiful landscape, and luggage is examined at Storlien (*restaurant). After this place, the most interesting spots along the line are Are (Ore), where the snow-capped Areskutan (Oreskootan), nearly 6,000 ft. high, may be climbed in 21/2 h. for a splendid survey; and Oestersund (5,000 inh. Hotels: Stadshotellet; Nya Hotellet; Gästgifvaregora), prettily situated on the extensive lake of Stor, and facing a lofty island connected by a long bridge. A visit to one of these places, or both, would involve, however, the loss of the through train, a serious thing, for the service of trains is bad enough on this railway. In that case, you had better remain the night at Oestersund.

Then there is Upsala, where you will of course make a stay, however short. It is a town of 22,000 inh. [H o t e l s : *Stadshotellet
(with restaurant and café); St. Erik; Svea; Gefle. — Restaurants: Upsala Gille; Vaaksala. — Café: Strömparterren (music), the ancient Aros, in a large plain near Gamla Upsala, where Odin, Thor, and Freya are supposed to lie buried under lofty mounds. U. was the great centre of Pagan worship before the introduction of Christianity, and the real capital of Sweden in very olden times. Its two greatest attractions are the Cathedral ("Domkyrka") and the famous University. The former, a Gothic brick building founded in 1289, completed in 1435, and partly destroyed in 1702, contains the tombs of G. Wasa, and other kings of Sweden, also of Linnaeus (who taught at the University), Oxenstierna, Brahe, etc. Close to the sacred building, where the coronation formerly took place, G. Adolphus' monument. The University (new buildings in 1887) has about 2,000 students, was founded in 1477 by Jacob Úlfson, and in 1877 celebrated its fourth centenary with great pomp. It includes the famous Library (150,000 v. and 7,000 MSS, among which Ulphilas' partly destroyed N. T. — captured at Prague in 1648 — in Gothic silver letters upon purple vellum, 4th c.; the sacred book of the Druses, the Edda MS., etc.); an Observatory, etc. — A fine park surrounds the University buildings near the Castle, commenced by G. Wasa in 1548. It stands on a hill, commanding a splendid vista. A rather interesting mode of reaching Stockholm from U. is by steamer, which, skirting the coast, halts at various places, and performs the journey in about 5 h. There are also several trains, the quickest covering the distance (41 m.) in 1½ h.

Thirty-eighth Route.

FROM CHRISTIANIA TO STOCKHOLM.

(Norwegian and Swedish State Railways. 338¼ m.)

There are through trains, with excellent sleeping accommodation in the summer time only, and these accomplish the whole journey in 17¼ h. The frontier is near Magnor, but luggage is examined at Charlottenberg (88¾ m. from Christiania) upon the Swedish; at Kongsvinger (62 m. from Christiania), or at Christiania (p. 416), upon the Norwegian side. There is not much to see on this route, and the few interesting points are generally passed in the night. At Kil the line from Göteborg to Falun (p. 409) is crossed; at Karlstad (8,000 inh. Hôtels: Stadshotellet; Kristiania. — Restaurant at the station) you reach — crossing the Norsel on a long bridge — the great Wener lake (steamers to Wenersborg, Göteborg, and other places on the Göta Canal, p. 409), and leave it again at Kristinehamn (6,000 inh. Hôtels: Jernvåg; Stora; Svea), an important trade-
centre, with the same steamboat facilities as at Karlstad. The line between the two towns has been a difficult and costly one to construct; 6 bridges. Soon you get to Laxa (o), junction for Göteborg, distant 142 m. Near by, the watering place of Porla Helsobrunn. Hallsberg is the junction for the s. lines and for Örebro (14,000 inh. Hotels: Örebro; Central; Jernvåg), one of the oldest towns of S., on the w. bank of the large lake of Hjelmare, navigated by steamers that proceed to Stockholm by way of the Mälaren lake (p. 40). 15 diets were held at O., a modern-built town since the fire of 1854. The town-hall is a fine building, and the ancient castle on an island in the river Svarta (o), an interesting one. On to Katrineholm (83 m. from Stockholm), junction for busy Norrköping (distant 20 m.), a town of 31,000 inh. on the broad Motala and near the Baltic (Hotels: *Central; Bellevue); also for Malmö (384 m. from Stockholm), an old fortress and Hansa town of 50,000 inh. (Hotels: Gustav Adolf; Horn; Kramer), which forms well nigh the southernmost terminus of the S. railway system, and an important link in the international communications of Sweden (comp. p. 405). The railway between Katrineholm and Stockholm traverses the picturesque Södermanland, rich in woods and lakes, past Södertelge (4,500 inh. Hotels: Central; Fönix), in a romantic bay of the Mälaren lake (steamers to Stockholm). We cross the Södertelge Canal, uniting the said lake and the Baltic, then approach — over two long bridges and through a tunnel — the vast Central Railway Station of

Stockholm (250,000 inhabitants), the beautiful capital of Sweden, and one of the finest cities in the world. Perched upon seven islands, between the sea and the lake of Mälar, the situation of Northern Venice is singularly romantic. The central island is called "the town" ("Staden"). Here are the Royal Palace, the "Riddarhuset", and other important buildings. Founded by the Jarl Birger in the 13th c., S. became the capital of Sweden at a much later period of her history. It was besieged more than once, notably by queen Margaret of Denmark in 1389, and by the Danish king Christian II, who took it by fraud, and had 94 of the principal burghers executed on the Stortorg. Gustavus Wasa, whose father then perished, and who delivered the Swedes, was a native, as also Gustavus
STOCKHOLM
Adolphus. In the 17th c. Stockholm had but 15,000 inh.; in 1800 75,500; in 1850 93,000. Besides sieges, it had to endure many disastrous fires.

Hotels: Grand, a well-situated and excellent establishment in every way; *Rydberg, belonging to the same management;**Kung Karl; Wessex; Germania; Bellevue; Börs; de Suède; Kanan; Rosenbad; de France; Wasa; Stettin. — Restaurants: *Bazar (also café); Phönix; Opera-Källaren; *Jones; du Sud; Anglais (also café); Bern (also café; music); Iduna; *Mosebacken (with café-concert, theatre, and fine view). Likewise at the hotels, at the Hasselbacken (music), in the Djurgard (gord), see p. 441; at the Alhambra, etc. The restaurants are closed Sun. mornings. — Cafés: *Strömparterren (music), charmingly situated under Norrbro (see p. 441); Blanch (music); Victoria; Strömsborg; Bähr. In the Djurgard (p. 441, 444) there are many cafés, too many. At most of the open-air cafés-concerts of S. the hiring-out of small, square blankets, which are worn as mantlets, is a feature. The aspect of all those blanketed ladies and gentlemen on a fine evening is decidedly peculiar to strangers.

Cabs: per drive, 1-2 p., 1 kr.; 3-4 p., 1.25 kr.; per h., 1.25 and 1.50 kr.; e. succ. ½ h., 60 and 75 öre; a higher tariff after dark and to the Djurgard (p. 444). — Tramways and Omnibuses in various directions. — Small Steamers at very low fares run at frequent intervals to nearly all accessible points; larger ones, to ports in the Baltic, Copenhagen, Lübeck, Finland (p. 445), Stettin, etc. — Post-Office, Rödbo-Torg. — Theatres: Royal Stora, closed in summer; Royal Dramatiska; Nya; Wasa; Tivoli; Victoria (the two latter in the Djurgard). — Music: Berzelii-Park, and as above.

British Minister, Consul, and V. C.; American Minister and Consul — English Ch. serv., SS. Peter and Sigfrid, Rörstrandsgatan.

Principal Attractions. By taking two or three penny-steamers; subsequently landing at the Mosebacken (see above, and p. 444), where the elevator will give you a lift and a splendid panorama of the good things in store for you; afterwards adjourning to the Djurgard,
a beautiful, public, and extraordinary kind of Swedish Cremorne; and "finishing up" at the Strömparterren, you will have obtained a very fair general impression of S. and the Stockholmers. Next wend your steps towards the Palace, a vast quadrilateral of granite and brick, with 4 wings, lower than the centre-buildings. It was built in the 18th c. by Tessin and others, and stands upon an eminence, whence the prospect is glorious, especially from the garden terrace. The palace contains 516 rooms, large and small, and is accessible to groups of visitors in the summer nearly every day. Each set of apartments has a guardian, and this means separate fees (usually 1 kr. per person). Four gateways lead into the spacious courtyard, to which inclined planes called Lejonsbacken (from 2 gigantic lions), facing the magnificent bridge in granite (Norrbro) that unites Staden with the northern parts of the city, give access. Upon the other side (Slottsbacken), the hill slopes down to the quay, opposite Skeppsholm. On the top, an obelisk of 100 ft., erected by Gustavus IX to commemorate his people's fidelity in the war with Russia (1788-90); at the foot, Sergel's bronze statue of Gustavus III. On the same side of the Palace is the ornate Chapel Royal. The royal apartments, which comprise the 9 State-rooms (fine throne-room with massive throne in silver), the King's Grand Apartments (12) and Lesser Apartments, the suites of the present King, Queen, Crown-prince and Crown-princess, contain many works of art, principally by Scandinavian masters (others have been removed to the National Museum), but are not otherwise remarkable. Among the State-apartments, the concert-room, the rich audience-chamber, and the magnificent White Sea gallery. — To the W. of the Palace is the Riddarhus, the hall of assembly of the nobles, on a small square, with l'Archeveque's bronze statue of Gustavus Wasa. 3,000 Swedish nobles have their shields on the walls of this hall, where G. Adolphus, rising from the chair of ebony and ivory (a fine work of Dutch art), held his great speech to the assembled citizens, before starting upon his adventurous campaigns. — Further w. still, you
arrive at a short bridge, leading to the island of Riddarholm and to its famous Gothic church, formerly a Franciscan convent, and latterly a royal mausoleum (adm. 25 öre e. person), which is highly interesting and should not be missed. The floor is studded with tombs of men, illustrious in the annals of Sweden. Gustavus Adolphus and Charles XII rest here in their own chapels, the former under his sarcophagus of green Ital. marble, surrounded by the graves of his queen and of other royal personages; the latter, opposite, in a similar tomb, with a brass gilt lion's skin, crown, and sword, in the midst of numerous trophies and among other royal graves. Bernadotte slumbers in another chapel, next to the Gustavian chapel. It contains the vault of the present royal family of Sweden. In the choir, the shields of the deceased knights of the Seraphim order, to which the Napoleons belonged. On the Riddarholm island are also the Houses of Parliament, and Fogelberg's bronze statue of the Jarl Birger (1854). Beyond the railway embankment and the small island of Strömsborg, you perceive the new and magnificent Wasa bridge (1878). — In its churches Stockholm is not remarkable. — On the other hand, its museums are vast and highly interesting. The National Museum is the principal. You see its massive form from Staden, and reach it thence either by traversing Norrbro, and diverging to busy Blasiehammen on the right; or by taking the ferry to Skeppsbron, which unites Blasieholm and Skeppsholm, the latter “Ship” island being the chief naval station of Sweden, covered with marine barracks, shipbuilding-yards, etc. The National Museum (open nearly every week-day, either free or on payment of a small fee, and free on Sundays) is a fine building, constructed in 1850-1868 from designs by Stüler, and comprises a historical museum and a collection of medals and coins upon the ground-floor; the picture-gallery and other art-collections on the upper storeys. The collection of n. antiquities is perhaps less comprehensive than the one at Copenhagen (p. 403), but is supplemented by the Northern Museum (p. 444). Among the paintings, the *Rembrandts, and other productions of the Dutch School,
have to be noted, also the collections of French and Scandinavian masters; among the sculptures, the beautiful "Endymion" from Hadrian's villa at Tivoli (p. 366); among the valuable curiosities, the unique groups of armoury and historical costumes. There is an important gallery of engravings and drawings too, the last-named comprising many Correggios, Titians, 17 Raphaels, and 40 Rembrandts. The principal façade of the great building shows statues of eminent Swedes; the lower vestibule, Fogelberg's statues of Thor, Odin, and Freya. Outside, among trees, *Molin's group of knife-fighters. You may walk through Skeppsholmen, where a statue of Nordenskjöld stands, to the island of Kastelholm, with the old "kastell", whence a beautiful "Rundschau". — To get to the Nordiska Museum, return along the quays, past the Gustaf-Adolfsstorg, where the untenanted palace of the Crown-prince, the Great Theatre (in which Gustavus III was shot at a masked ball by Ankarström in 1792), and L'Archeveque's huge equestrian statue of Gustavus Adolphus, surrounded by his generals, are. The fine square communicates with the King's Garden ["Kungsträdgården" (gord)] adorned with Molin's ornamental fountain, his statue of Charles XII, and Göthe's statue of Charles XIII, showing Fogelberg's *lions. The King's Garden leads into the shady Berzelii-Park, named after the famous chemist Berzelius, a native, whose statue, by Qvarnström, rises in the middle. Returning to the quay, enter the Drottninggatan (Queen's Street), one of S.'s finest thoroughfares, and it will bring you to the Nordiska Museum, containing the rich Scandinavian ethnographical collections, originally formed by the late Dr. Hazelius (1873), and considerably extended since his death. Close to it, the Academy of Sciences (1739), whose first president was Linnaeus. It holds the Cabinet of Natural History. — In the immediate neighbourhood are: the Observatory (*view), the Adolf Fredriks-kyrka, with the empty tomb of Descartes, who died at S. in 1650, and the Riksbibliotek (Royal Library), built by Dahl (1870-6) in the prettily laid out Linnépark, adorned with Kjellberg's bronze
statue of Linnaeus. — The s. part of Stockholm, Söderholm, is not so full of interesting things as the n. portions and Staden, but its position is very fine, and it has the elevators at Katarina-Hissen and Maria-Hissen, the outlook at both equalling that at the Mosebacken (p. 440). — Another good view-point is the Belvedere at Hasselbacken in the famous Djurgard, already mentioned p. 441. Numerous penny steamers run thither in quick succession, but, once in the Djurgard, with its many miles of lovely bosks and hilly avenues, you should walk or drive in order to “enjoy” the popular sports. Visit Rosendal, a royal palace in a charming position, where the famous porphyry vase stands, and Lidingöbro, also beautifully situated.

Excursions from Stockholm. Many delightful excursions may be made from S. The following are almost unavoidable: 1. to Marieberg, by steamer from Riddarholmen, or tram to the suburb of Kungsholmen; 2. to the old castle of Carlberg (from Riddarholmen by steamer in 17 min.), with a *park, close to the venerable Söna church (11th c.), the pretty Haga Park, containing the unfinished manor of Gustavus III, and Ulriksdal, a royal Schloss in a romantic site; 3. to Drottningholm (45 min. by steamer from Riddarholmen), another royal castle on the island of Lofö, the favourite summer residence of the King, with a theatre, many pictures, and other works of art, and surrounded by lovely grounds; 4. to Gripsholm (3½ h. by steamer from Munkbrohamnen), also a royal manor, on the Mälar lake near Mariefred, full of historical souvenirs (2,000 portraits). All these castles are readily accessible. Gripsholm, where Eric XIV held his brother John a prisoner and was incarcerated himself by the latter; where Gustavus III had his theatricals, and Gustavus IV signed his abdication, is perhaps the most interesting. Another trip I recommend is to Strengnäs on the Mälar lake (about 4 hours steam), which allows a good survey of the latter. Strengnäs has a quaint old *cathedral, where Gustavus Wasa was elected king. Waxholm may be seen in the following Route.

For those that have time, an excursion to the island of Gotland, the largest in the Baltic and, perhaps, the most curious in the world, ought to be almost a duty (steamers from Stockholm to Wisby in about 13 h.). It even now maintains a kind of semi-independence, but was at one time a powerful commonwealth, a stronghold of the Hanseatic League, and the seat of numerous guilds, whose some 100 partly ruined churches yet testify to their wealth and artistic taste. Wisby, the capital, had its famous code of maritime laws. It is at present a town of some 7,000 inh. (Hotels: Stadshotellet; Smedmen), still surrounded by the formidable old walls of former days. To see the island, which is 80 m. long and 38 m. wide in the broadest part, and has a pop. of about 60,000, you
may make use of the narrow-gauge railway (34 m., opened in 1879), but a drive round is a better plan. You should see a few of the churches. This trip may be combined with a visit to Calmar (12,000 inh. Hotels: *Witt; Central. — British V. - Consul), one of the oldest Swedish towns, where the famous “Union” was cemented in the 14th c. between the n. kingdoms. Railway communication with Stockholm, Malmö, etc. Not much remains of the old castle. On the other side of a narrow channel, Oeland, the long island (45,000 inh.), with its capital Borgholm (1,000 inh. Inns: Victoria; Stads-hotell), whose chief attraction is the beautiful ruin of a royal castle. Oeland bears traces of high antiquity.

Thirty-ninth Route.

FINLAND.

When once you are at Stockholm, the temptation will be strong to make a trip along the Finnish coast, at least as far as Helsingfors. To me, anyway, it proved irresistible. And so I embarked on board one of the coasting-steamers that periodically ply to Abo (Oboe), Hango, and Helsingfors, whilst others run to Helsingfors direct, and thence to Petersburg. At Abo there also commences the Finnish State railway (1,140 m. opened in 1890), upon which trains run to Helsingfors in 9, to St. Petersburg in about 13½ h., but there are no through trains, and the steamers, apart from their greater comfort, are hardly longer on the way, whilst there need be little fear of sea-sickness, because the steamboats mostly navigate within a fringe of protecting islands that are charming, besides convenient. Finland is a semi-independent Russian grand duchy of 149,000 sq. m., peopled by 2,305,000 inh. belonging to the same race as the Hungarians, but Swedish and Finnish are generally spoken, and the educated Finns are very good linguists. Till 1809 the country belonged to Sweden; it then came to Russia, the Czar promising to respect all the liberties of the people. Very few of those liberties remain, although the semblance of a double chamber is kept up. The liberty of the press has been much curtailed lately, and Finland is becoming rapidly Russianised. Still, the passport regulations and custom-house formalities are less severe in Finland than in Russia, and should you go on from Helsingfors to St. Petersburg, you will find that you have to undergo a second penance as if you had come from a foreign land. The interior is covered with forests and lakes — a real paradise for hunters. In money matters, the Finns have marks (9½ d.), divided into 100 pennia. There are silver coins of 2 and 1 mark, 50 and 25 pennia; gold coins of 20 and 10 marks, and copper coins of 10,5, and 1 p. The State Bank and a private bank issue notes.

Leaving Stockholm, the steamer passes Waxholm, with its fortress, and many fjordy islands, before it reaches the open sea. It is a delightful trip of six hours through a weird landscape, lit up by the glowing rays of an evening sun that paints the sky in colours unseen elsewhere. We next approach the Aland (Oland) Islands, which already belong
to Russia, and played an important part in the Crimean war. Abo, on the s. side of the Gulf of Bothnia, is reached the following day. Here the steamer remains a sufficient time to allow tourists to see the ancient capital of Finland (27,000 inh. Hotels: Phoenix; Jernväg. - Restaurant: Sampalinna (often music). - British V. - Consul), with its castle at the mouth of the river, its curious brick cathedral (*frescoes; crypt full of human bones, etc.), and its observatory (*view). The next stoppage is at Hangö, a modern port offering little that is very noteworthy. The finest portion of the Finnish coast, perhaps, is between Hangö and Helsingfors (60,000 inh. Hotels: *Kleineh; *Kämp; Societetshus. - Cabs: 50 p. the drive; 1½ m. the h. - British Consul; American Consul), the present capital of Finland, picturesquely seated upon a peninsula, a pleasant, well-built town, with broad thoroughfares, fine gardens, and squares; the most important naval station of Russia.
in the Baltic after Cronstadt, and a favourite bathing-resort of the St. Petersburgers. All the approaches and islands are strongly fortified. If you arrive by one of the coasting-steamers from Stockholm, you are due in the morning. You can then remain all day at H., and go on by the quick steamer to St. Petersburg the same evening. That day may be profitably spent by visiting the building of the Diet; the Senate-house; the quaint Riddarhus; the University, founded in 1640, but removed from Abo in 1828, and comprising 4 faculties, with 1,700 students; the rich Library (200,000 v.); the noteworthy Cathedral; the museums and picture-gallery; the botanic garden, etc. You should not omit to visit (by small harbour steamer) the island-fortress of Sveaborg, only part of which is shown to visitors by special permit from the commanding officer. Yet, even a short visit must convince you that the whole position is extremely strong, and well deserves the name of “Gibraltar of the N.” The afternoon should be passed in the delightful Brunnsparken, the favourite popular resort of the good Helsingforsians.

From H., I have continued my journey to the Russian capital, past Cronstadt. The sea approaches of St. Petersburg did not come up to my expectations, but the Newa is undoubtedly an enormous river (See Route 43).

Fortieth Route.

FROM COLOGNE TO HANOVER AND BERLIN.

Prussian State Railways. Sections: Rechts-rheinische (Cologne to Hamm); Hanover (Hamm to Brunswick); Magdeburg (Brunswick to Berlin).

Altogether 492 m. in about 12 h., by express.

The above route has not been selected for its shortness, but because it is the most interesting for the majority of travellers. To those that are in a hurry, I recommend either of the two following itineraries: 1. Cologne, Soest, Holzminden, Kreiensen, Magdeburg, and vice versa; or 2. Cologne, Soest, Pyrmont, Hildesheim, Brunswick, Magdeburg. The latter is decidedly the best of the two, if only because a “vestibule” train, fitted out in an almost American style, is run daily in both directions, covering the whole distance in about nine hours, whilst the Kreiensen route is somewhat longer. There further remains the direct route to Hanover (via Stendal), which is the royal mail route to and from Flushing, but from and to Cologne the Stendal route has not the advantage of celerity.

Part of the Pyrmont route has already been described earlier (see p. 111, 115-6). It should be stated in addition, that the train, after leaving Cologne or Deutz, first runs to Elberfeld (50 min.), where the line to Düsseldorf is joined. Elberfeld (126,000 inh. Hotels: Victoria; Weidenhof; Post; Mainzer Hof. — English Ch. serv.), on the Wupper, constitutes with contiguous Barmen (116,000 inh. Hotels: *Vogeler; Pfalz. — American Consul), the Cottono-
polis of Germany. Very extensive factories continue in the direction of (44 m.) Hagen (30,000 inh. Hotels: Lünen schloss; Kaiserhof; Glitz), another important industrial centre, and a great junction. The express soon reaches (81 m.) Soest (15,000 inh. Hotels: Overweg; Voswinkel), a very old walled town and a stronghold of the Hansa, with the interesting Gothic Wiesenkirche. This is the junction for Münster (p. 389), the railway thither running in a n. w. direction on to Rheine, where the lines from Osnabrück (p. 390) and Salzbergen (for Holland) join. The same railway, remaining in the vicinity of the Dutch frontier, reaches Ihrhove, where it branches off to Groningen and Leeuwarden (p. 23) on the left. At Leer the line from Oldenburg (20,000 inh. Hotels: de Russie, Erbgrossherzog), the somnolent capital of the grand duchy, with a valuable picture-gallery in the Augusteum, a stately Schloss (*Garden), a collection of antiquities, etc., joins the main line, which may be continued to Emden (14,000 inh. Hotels: Weisses Haus; Bellevue), a Dutch-looking town near the Dollart and a former free-city, with a Rathaus in rich 16th c. Renaissance, containing a fine collection of fire-arms. Norden, whence Norderney (p. 392) may be reached, lies about 11½ h. by rail further n. than Emden.

Beyond Soest, the railway to Berlin touches (121 m.) Paderborn (17,000 inh. Hotels: Lohmann a. o.), an old town on the Pader, where Charlemagne held a diet in 777. It has a remarkable Cathedral (12th—13th c.), with a beautiful portal. Hence diligences run to Inselbad (Kurhaus) and Lippspringe (Hotels: Altes und Neues Kurhaus; Concordia; Wegener; Krieger), two watering-places, the latter (well-known) having a thermal spring (75° F.), whose waters are useful in chest-complaints. The train then goes on to Pyrmont and Hameln, as stated above.

After leaving Cologne, the Berlin express makes for Düsseldorf (p. 75), industrious Duisburg, where Mercator died in 1594 (statue), and Oberhausen (p. 389), junction for Holland. On to Wanne (p. 389), where the lines to Hamburg and Berlin part company, the latter taking a more e. course, through a flat and unattractive country, to (73 m.) Dortmund (90,000 inh. Hotels: *Römischer Kaiser; Middendorf; Köln. Hof. — Restaurant at the station), anciently a free-city, where the far-famed Vehmgericht met (until 1803) under the lime-trees, one of which is reputed to be 400 years old, afterwards a fortified Hansa town, and at present an important mining centre, close to Bochum (48,000 inh.), with its large steel-works, and Essen (79,000 inh. Hotels: Berliner Hof; Essener Hof), both on the direct railway to Düsseldorf, 48½ m. distant. At Essen are the ancient *Münsterkirche (873) and Krupp's famous
establishment employing 10,000 hands, and covering 70 acres.

Running on, we halt at (93 m.) Hamm (25,000 inh. Hotels: Stadtkeller; Graf v. d. Mark; Rhein.Hof), junction for Münster (p. 389); Gütersloh, head-quarters of the Westphalian ham, sausage, and Pumpernickel trade; Bielefeld, the Westphalian Belfast; Herford, junction for Detmold (distant 17 m.), the pleasant little capital of Lippe-Detmold, in the Werratal, already mentioned p. 116; and Löhne, junction for Hameln (p. 448), Osnabrück (p. 390), and Rheine (see p. 448). Ten m. further we reach Rehme, better known as Oeynhausen (2,000 inh. Hotels: *Kur-hôtel; *Vogeler; Pavillon; Rose; Victoria. — Restaurants: Kurhaus; Trichter; Concordia. Also at the hotels. — Visitors’ tax and Music tax, according to number of party), a rising watering-place (5,000 visitors p. a.), so called after an engineer who discovered the warm, saline springs in the Kurgarten, whose action is beneficial in rheumatism, paralysis, etc. Pleasant Kurhaus; fine bath-estabishment. Music and excursions plenty as blackberries. Visit the Porta Westphalica, a narrow defile through which our iron steed speeds forth, between high cliffs, to (164 m.) Minden (20,000 inh. Hotels: Victoria; Stadt London), an old fortress on the Weser, where diets were held when the G. emperors had made it a residence. Fine R. C. Cathedral (recently restored). On we go to (168½ m.) Bücheburg (5,000 inh. Hotels: D. Haus; Berliner Hof), the uninteresting capital of Lippe-Schaumburg, passing Wunstorf, junction for Bremen (reached in about 2 h.), on our way to 203 m. Hanover (165,000 inh. incl. Lingen), the former capital of a kingdom, which, ruled by British sovereigns from 1714 to 1837, was annexed by Prussia in 1866, after a separate existence as an electorate and a kingdom for about 170 years. H., situate in a vast plain on both banks of the Leine, is almost entirely a modern town, the oldest parts forming the picturesque Altstadt. Fifty years ago H. had but 40,000 inhabitants. Its recent developments, therefore, have been astonishing. The fine new quarters are mainly to the N. and E. Many English and American families reside here, living being cheap and schools excellent (Hanoverian German is reputed the best in the Fatherland). The principal
sights are easily "mastered" in a single day. The Schlegels and Iffland were natives. Marschner and Leibnitz lived at H.

Hotels: *Royal; *Union; Hartmann's Grand; de Russie; du Nord; du Rhin; Central; Borneman;

Continental; Monopol; Kasten; Victoria; Rudolph; de l'Europe; Hannover; Bairischer Hof. — Restaurants: Rabe; Daseking; Königshalle; Münchener Bürgerbräu; Georgshalle; Sievers. Also at most of the hotels.
Wine at Michaelis; Mosella; Rathskeller; Rheingau. — Cafés: Robby; Wiener C.; Oesterle.

Theatres: Royal (closed in summer); Residenz (operettas, etc.). — Music at Ropke's Tivoli (large hall and garden), 4 M.; the Palmengarten; the Concerthaus; the Thiergarten; Eilenriede (p. 452), etc. — Newspapers at the English Club, Gosseriede.

Cabs: in town, per drive, 1 p., 50; 2, 60; 3—4, 70 Pf.; 15 min., 1—2 p., 50; 3—4 p., 75 Pf.; per h., 1½ or 2 M. Outside the radius, per drive, 1—2 p., 75 Pf.; 3—4 p., 1 M. Double fares after 10.30 p.m. — Tramways through the main streets, to Eilenriede and Herrenhausen. — Post-Office, Ernst-August-Platz. — Amer. Consul. — English Church, Klagesmarkt.

Principal Attractions. From the Centralbahnhof, standing in a new quarter upon a large square, adorned with Wolff's equestrian statue of Ernst August in bronze, wend your way to the Theaterplatz, with the Theatre, one of the largest in Germany, and (before it) Hartzer's *Marschner Monument (1877), also Rassau's statues of Stromeyer and Karmarsch. — Close by are the Lyceum, facing Engelhard's statue of Schiller (1863); the Museum of Art and Science, containing natural history and art collections, the latter with a valuable picture-gallery (including the Hausmann paintings) and some sculptures; and the Marktplatz, centre of the Altstadt, with its quaintly varied, old houses that have hitherto escaped the renovator's levelling mania. Here are the red brick Marktkirche (14th c.) and the pretty Altes Rathhaus, a Gothic building of the 15th c., modernised by Hase in 1878. To the s. w. of the Marktplatz, stands the unpretentious Schloss (open daily), at present the residence of the Prince Regent of Brunswick, close to the Altes Palais of Ernst August, now a Government building, the Neues Rathhaus, and the Kestner Museum (adm. daily, except Tues. and Sat.), in the Friedrichstrasse. The latter contains the collections bequeathed by the son of Göthe's "Lotte" (she lived 29*
at H. and lies buried in the churchyard of the Gartenkirche), also the Culemann collection of paintings, books, and autographs, purchased by the town for £30,000. —

The Friedrichstrasse opens out into the spacious Waterlooplatz, surrounded by barracks, the Arsenal, and the Military School. This drill-ground is adorned with a statue of count Alten; with a rotunda, containing Hewetson’s bust of Leibnitz, whose manuscripts are in the neighbouring Royal Library (75,000 v.; 3,000 MSS.), and whose grave is in the Neustädter Kirche; and with the Waterloo Column (155 ft.), erected in 1826—32 to the 800 Hanoverians who fell at Waterloo. Stricking survey from the top. — To complete the tour of Hanover, walk through the long avenue of lines, to Schloss Herrenhausen, the favourite residence of the Georges. The beautiful and extensive park (120 acres) is laid out in the French style. Numerous statues and fountains (one rising to 222 ft.). Among the former is Engelhard’s gigantic statue of the electress Sophia. The Roman Welfenschloss, with its five towers (now the Polytechnic School); the Fürstenhaus, in which there is a collection of portraits; the lovely Berggarten, with its palms; the royal Mausoleum, holding Rauch’s monuments of king E. August and queen Frederica; and the interesting Welfenmuseum (antiquities, etc.), are all in the vicinity of Herrenhausen, after visiting which you should proceed, through the Königstrasse, lined with splendid villas, to the wood at Eilenriede, near fashionablest H., where there are a Kurhaus and the “Zoo” (*restaurant; often music). On the way, you will pass Voltz’s *Kriegsdenkmal (1884).

The trains for Berlin direct (via Stendal) and those for Brunswick run together as far as (222 1/4 m.) Lehrte, an important junction. The line northward runs to Uelzen, where it is joined by another line from Stendal, and then takes its course to Hamburg and Lübeck, forking at Lüneburg (19,000 inh. Hotels: Wellenkam; D. Haus), an antique and interesting Hansa town, with a remarkably fine Rathaus (*Rathstube), and 2 noteworthy churches. Stendal is another important junction, s. for Magdeburg (p. 454), n. for Wittenberge, on the direct line between Berlin and Hamburg, Ludwigslust (with a branch line to Parchim, where Moltke was born), Schwerin, and Wismar. Schwerin (34,000 inh. Hotels:
*Serm; du Nord; *de Russie. — Cabs: per drive, 50 Pf.; ½ h., 75 Pf. — Lake Steamers (frequent). — Hoftheater), reached from Berlin or Magdeburg in about 3 h., is in an ancient Hansa town, the present capital of the grand duchy of Mecklenburg-Schwerin, prettily situated on a large lake, and near several smaller ones. The principal buildings are the Cathedral, in the brick style of the 15th c., rest. in 1867-9, with grand ducal tombs, stained-glass windows from designs by Cornelius, Vischer’s “Epitaphium”, etc.: the Museum and Picture-Gallery, rich in masters of the Dutch School; and the *Palace (open on Sun.) in early Renaissance (1845-57), to which the Burggarten and the extensive *Schlossgarten belong. Trip on the lake to Zippendorf recommended. The port of S. is antiquated, Hanseatic Wismar (16,000 inh. Hotels: Stadt Hamburg; Habich), 20 m. n. of the capital; once a strong fortress, now a rising commercial town. Excellent port; many quaint old houses. *Thormann’s house and the Führtenhof, a former ducal palace, are good specimens. 28 m. beyond Lehrte, we arrive at Brunswick, in German Braunschweig (100,000 inh. Hotels: *Schrader; de Prusse; *Deutsches Haus; St. Petersburg; Monopol. — Restaurants: Andreas; Danne; Bankkeller; Theater R. Also at the hotels and at the Railway Station. — Cafés: Denecke; Lück. — Cabs: per drive, 1—2 p., 50; 3—4 p. 80 Pf.; ½ h., 90 or 125 Pf. — Tramway in various directions. — Post-Office, Friedrich-Wilhelmsstrasse. — Theatres: Residenz, closed in summer; Sommertheater at Holst’s, a pleasure-garden. Other resorts: Behnecke; Wilhelmsgarten. — American Consul. — English Ch. Serv., Brüderkirche). The capital of the duchy of B., under the regency of Prince Albrecht of Prussia since 1885, lies on the Oker, and has in the main preserved the picturesque features of the old Hansa town, as Henry the Lion, head of the famous ducal line of Guelph and the real founder of B. (12th c.), shaped it, but his fortifications have long since disappeared, making room for charming promenades, and B. is now chiefly a centre of industry. Spohr was a native.

Principal Attractions. Ducal Museum (open daily), a handsome new building (1883—7), with notable antiquities and pictures, the *Dutch and Flemish Schools being especially well represented (Rembrandt, Van Dyck, Steen, Ruysdael, etc.), but some of the Italian paintings (Guido Reni’s “Cephalus”, Palma V.’s “Paradise”) are also fine specimens. There is, besides, a large collection of enamels and majolica. — Near the museum, the
Theaterpark, where the elegant Theatre (1861) stands. — Altstadtmarkt, in the midst of picturesque houses, close to the Railway Station. Here are the Gothic, arced *Rathhaus, dating from the 13th-15th c., with its rich façade, its carvings in the great hall, its pictures in the small hall, etc.; and the St. Martin's Church, originally a Roman basilica, later (13th-16th c.) enlarged into a Gothic church (finely sculptured portals; monuments, brazen *font, etc., in the interior). — Another interesting church is the Roman. Dom (St. Blasius, patron of B.), in the neighbouring Burgplatz. Begun in the 12th c. by Henry the Lion, who erected the bronze lion in the square (1166), and who had his palace here, of which little remains after repeated fires, it was completed in 1194, but the aisles were added in the 14th and 15th c. In the interior, adorned with old and modern frescoes (biblical scenes), observe the highly artistic monument of Henry the Lion and his consort, also the crypt, holding many ducal tombs. — Schloss, on the Schlossplatz, entirely rebuilt after the fire of 1865. The chief portal, showing Rietschel's quadriga, is imposing. Fine gardens behind. — From the Schloss, the Bohlweg leads to the Hagenmarkt, with the Church of St. Catherine (13th c.), full of old tombs, and the fountain-statue of Henry the Lion, by Breymann and Howaldt. — Returning to the Railway Station, visit the Siegerplatz. Here are Breymann's and Diez's Siegesdenkmal for 1870—71, a colossal Germania on an obelisk near the *Hollandgarten, and Rietschel's bronze statue of Lessing, who was the librarian at Wolfenbüttel (15,000 inh. Hotel: Kunst), 7 m. from B. The W. Library (270,000 v.; 10,000 MSS.), now located in a fine, new building, is one of the richest in Germany. See Luther's Bible, curios, and portrait, by Cranach. — Other monuments at B. are Schaper's statue of Gauss, the great mathematician, and the Schill monument with a memorial chapel.

Beyond Brunswick, the train halts at (274 m.) Helmstedt, an old town that formerly had a famous university, and now is chiefly known as a watering-place. Clarabad is another. We now arrive at the capital of Prussian Saxony.
304 m. Magdeburg (202,000 inhab., with Neustadt and Buckau. Hotels: *Central; *Continental; Müller; Bismarck; Schwan; Kaiserhof; Stadt Prag. — Restaurants: Est Est; Fuhrmann; Dankworth; Grosser Kurfürst. — Cafés: Dom; Salis; Hohenzollern. — Theatres: Stadttheater; Sommertheater. — Music at the Tivoli; Fürstenhof Theatergarten. — Cabs: per drive, or ½ h., 1—2 p., 75 Pf.; 3—4 p., 1 M. — Post-Office, Breiteweg). It lies on the Elbe, a vast industrial and commercial centre of Germany, also an important fortress, which has been besieged more than once, notably by Wallenstein; by Tilly, who took it, tarnishing his name for ever by a wholesale destruction and carnage (1631), and by the French (1806). M. has expanded much since 1866, when the old fortifications were removed, and new forts built in a wider circle. The famous physicist Otto von Guericke, whose tomb is in the St. Sebastianskirche, was a native.

Principal Attractions. The main thoroughfare is the lively Breiteweg, which you intersect in going from the Railway Station to the Altemarkt. Here, facing the Rathaus, stands the restored *Monument of Otto I, on horseback between two allegorical female figures. Four other life-size figures in sandstone are at the corners of the pedestal, 18½ ft. high. — By returning to the Breiteweg, and following it as far as the Breitstrasse, the Domplatz is reached with the imposing Gothic Dom (1211—1363), surmounted by two lofty towers. Desecrated by the French, it was restored at great cost by the Prussian Government in 1825—34. The statues behind the choir probably belong to the oldest portions. See the tomb of Otto and his queen; other monuments, notably that of the archbishop Ernst (1497), executed in bronze by the famous P. Vischer; the alabaster pulpit, etc. *View from the gallery, under the towers. — Another charming panorama may be had from the beautiful Friedrich-Wilhelmsgarten, laid out along the Elbe.

The railway journey between Magdeburg and Berlin (88 m.) does not call for any special remark. The chief places touched are Brandenburg (35,000 inh. Hotels: Adler; Bär), on the Havel, here broadening out into the lake of Plauen, with a Dom and the interesting St. Catharine's church; and Potsdam, noticed under
Berlin (1,579,294 inhabitants, including the suburbs and the garrison), the capital of Prussia, the residence of the German emperor and the seat of the Imperial Government. It lies in a broad plain, on both banks of the Spree, and is divided into 20 wards. Founded by the margraves of Brandenburg in the 12th c., it was an insignificant town after the Thirty Years' War. Even in 1819 its population was but 201,000, and by 1840 that population had not risen to the level of Amsterdam in 1890. The removal of the city-walls (1864—66), the victories of Prussia in 1866, last, but not least, the triumphs of 1870, gave an enormous impetus to the growth of B., which now is the third largest city of Europe, covering an area of 25 sq. m. Its trades and industries are as varied as they are extensive, and its Bourse has been, at one time, the dominant factor in Europe. Fourteen railways converge in B., the intercourse between the stations being much facilitated by the Ringbahn, 23 m. long, which circles around the metropolis, also by the Stadt-bahn (7 m.), opened in 1882, and running through its very heart, with frequent trains and several stations, the latter also serving for international traffic. Friedrich the Great, Von Humboldt, and many other illustrious men, were natives.

Hotels: *Kaiserhof; *Continental (under same management); Central; de Rome; Grand; *Bellevue; Monopol; *Royal; Metropole; Behrens; Imperial; British; du Nord; St. Petersburg; *Bristol; Reichshof; National; Habsburger Hof; Victoria; Bauer; Linden. All the above hotels, near or in Unter den Linden, have about the same tariff, and not a low one. The following are further away, and less expensive: Windsor; Rother Adler; *International; Hohenzollern; *Askanischer Hof; *Hollstein; Vier Jahreszeiten; *Germania; Stadtbahn; Berliner Hof; Pollin; Apel; Moskau; Thiergarten; de France; de l'Europe; Westend, etc. A complete list is, of course, not intended, nor possible. Hotels Garnis and Boarding-Houses are naturally very numerous. If a long stay in one of them be intended, the best plan to adopt is to ask a friendly native's advice. — Restaurants: *Dressel; *Hiller; Grand; Vier Jahreszeiten; Julitz; Mühling; Borchardt; Ernest; Wiener R.; Theater R.; Kurfürsten; Schütz; Friedrichstadt; Töpfer; Zum
Franciscaner; Klette; Helms; Rathskeller; Belvedere; Damen-R. (for ladies). Also at many hotels, at the railway stations, at the "Zoo", etc. Several have gardens. Among so-called wine-shops which are also restaurants, I will mention: *Habel's; Wendeborn's; Lutter's (the rendezvous of literati and artists, particularly in days gone by); Rähmel's; Rebstock; *Klempinsky's; Beckerath's; Rheingau; Kühn's; Mitscher's; Steinert's; Aux Caves de France (French wines); Societa Enologica (Italian wines). Liqueurs at *Wynand Focking's. — Beer flows at so many fountains, that counting them becomes impossible. Natives will readily give you the best tips about the best taps. Very many of the beery places possess illuminated gardens, with plenty of "draught", where in the summer bibulous ladies sit till the small hours of the morning in the society of male admirers, ... of the fragrant weed. Eating is also going on uninterruptedly. To see the Berliner and Berlinerin in their element, nothing can be more instructive than to visit a popular Bierhalle after the theatres are closed. — Cafés: *Bauer (an institution! the best place for foreign newspapers and directories); Linden; Kaiserhof; Kaiser-Gallerie (p. 459); de l'Europe; Royal; de Rome; Central; Continental; Börsen-Café; Métropole, etc. — Confectioners: *Kranzler; Hillbrich; Josty; Schilling; Buchholz.

Cabs. The drivers of the 1st cl. are distinguished by blue coats and white collars; those of the 2nd cl. by yellow collars.

Within the city boundaries (per drive of 1½ m. or ¼ h.):

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Each ¼ h. more 50 " 50 " 50 " 50 ".

For drives outside the inner radius, to and from railway stations, and after dark, higher fares are charged, as per tariff, which every "cabby" is obliged to exhibit. — Tramways (in the hands of one company) are very well organised. Cars frequent and fares very low. The Ringbahn describes a complete circle in 1½ h., connecting 53 stations. The network of tramways is supplemented by a vast system of Omnibusse. There are also
Steam Tramways to Steglitz and other places in the vicinity of the Reichshauptstadt. — Steamboats on the Spree. — Post-Office: Königstrasse, with numerous branches. Central Telegraph Office, Oberwallstrasse. Telegrams are not much in demand, telephonic communication becoming more and more general. Where a public telephone station, enabling any person to converse for 5 min. with another person for 25 Pf., is not available, the Rohrpost (pneumatic tube-post) may be used. It conveys letters (30 Pf.) every 1/4 h. almost as rapidly as telegrams.

Railway Stations: Anhalter Bahnhof, Askanischer Platz (for trains to Dresden, Leipsic, Frankfort-on-the-Oder, etc.; Potsdamer B., Potsdamer Platz (for trains to Cologne, the Rhine, Metz, etc.); Stettiner B., Invalidenstrasse (for trains to Rostock, Stralsund, and the N. and E. generally); Görlitzer B., Wienerstrasse (for trains to Görlitz, etc.); Lehrter B., Alsenbrücke (for trains to Hanover, etc.); Wannseer B., adjoining the Potsdamer B. (for trains to Wannsee, p. 465). The Ringbahn and the Stadtbahn, starting at the Schlesischer Bahnhof, have already been mentioned (p. 456).

Theatres: Oper (Royal Opera); Schauspielhaus (tragedies, etc.); Deutsches T. (dramas); Lessing T. (comedies); Berliner T. (ditto); Wallner T. (pop. pieces); Victoria T. (dramas, etc.); Residenz-T. (comedies); Friedrich-Wilhelmstadt T. (oprettas); Kroll’s T. (closed in winter); Belle Alliance T. (farces); Volks T. (pop. dramas). There are many Variety Theatres and Music-Halls. — Classical Concerts at the Singacademie, the Philharmonic, the Royal Conservatoire, etc. Popular Music (in summer), at the “Zoo”; at the Flöra, the Ausstellungspark, etc.; also at the Wintergarten of the Hotel Central. Several Panoramas, Pantomime, and Aquarium. — Races at Hoppegarten and Charlottenburg-Westend, etc.

British Ambassador and Consul-General; American Minister and Consul-General. — English Church, in the park of Monbyou; American Chapel, Junkerstrasse.
Principal Attractions. For a Weltstadt, Berlin has really few attractions, and the sights there can be easily compressed within two days. Unter den Linden, with its gay shops and stately palaces, is, no doubt a beautiful promenade, and the Tiergarten with its attractive villas, to which the great Brandenburg Thorr gives access, a charming resort, but, after all, both may be found upon a similar scale in other capitals, and they possess nothing especially characteristic. I shall be told that Berlin is a delightful place for strangers, properly introduced. There is no manner of doubt about that. The better-class Berliner is charmingly hospitable and full of pleasantry. Under his guidance, you can be sure of a "nice time." Yet, to uninitiated visitors, the German capital appears sooner dull than either Vienna, Paris, or London. To have a fair idea of the principal sights, the following plan should be followed.

Walk along the broad trottoir of the Linden, where the proud officer and the humble pékin daily meet; where the grandes dames elbow the petites dames on a fine afternoon, in an e. direction. Follow the s. side, where you will pass the new and lofty Kaisergallerie, the busy Friedrichstrasse, and Cafe Bauer. You will then arrive at *Rauch's imposing monument of Friedrich the Great. He is on horse-back, surrounded by his generals, standing upon a granite pedestal, 25 ft. high. This monument, erected in 1851, stands between the University (1809; 5,000 students), denoted by statues of the two Von Humboldts, and the Palace of the Emperor Wilhelm I, built by Langhaus in 1834—6. Here the gray monarch, for so long a time a conspicuous figure among his people, lived and died (1888). Behind it is the Gendarmenmarkt, which includes the Schillerplatz, adorned with Begas' Schillermonument. Here are the French Church and Schinkel's Schauspielhaus (1819—21), showing Rauch's and Tieck's groups of "Bacchus and Ariadne", "Orpheus", etc. This home of the German classical drama can accommodate 1,500 spectators. In the same building there is, besides, a concert-room
for 1,200 people. — Returning to the Linden, we now pass the Opera, with its portico of six Cor. columns, and Rietschel's group of the Muses. Built by Knobelsdorff in the 18th c., it was restored by Langhaus in 1843. It adjoins the palace of the Empress Victoria, and faces Schinkel's Doric Königs wa c h e, behind which is the so-called K a s t a n i e n w a l d, a favourite promenade of the military... nurse-maids. The Opernplatz has Rauch's bronze *statues of Blücher (1826), Gneisenau (1855), and York (1855), and his marble statues of Bülow and Scharnhorst, both erected in 1822; also the huge K a i s e r v a s e, presented by the late empress to the late emperor. In the Opernplatz also stands the Royal Library (1,000,000 v. and 15,000 MSS., including the Hamilton papers, Luther's translation of the Bible, Melanchthon's report on the Worm's Diet, Cranach's miniatures, etc). — On the n. side of the Linden, rises the *Arsenal (open daily, exc. Sat.), now popularly called the Ruhmeshalle, a splendid military museum since Hitzig's reorganisation in 1877—80. Through a glass-roofed court, filled with captured French cannon and flags, and adorned with Begas' "Borussia", you ascend to the Herrscherhalle and the 2 Feldhernhallen, embellished with numerous sculptures and *wall-paintings, representing famous war-scenes and historical episodes, by Werner, Steffeck, etc. See also Geselschapel's *frescoes and Schlüter's *sculptures (outside). Other rooms contain an extensive collection of weapons, ancient and modern; also (on the ground-floor) war-models, etc. — Walking on, we get to the wide Schloss s b r ü c k e (1822—4), designed by Schinkel, and adorned with eight groups in marble, illustrating a warrior's life. Beyond this fine bridge over an arm of the Spree, we see on our left the buildings of the Museum and National Gallery, and on our right the Schloss, or Royal Palace. They are separated by the Lustgarten, with Wolff's equestrian statue of Friedrich Wilhelm III (1871), rising on a granite pedestal of 20 ft., and the 75-ton granite vase, in front of the museum buildings. These comprise the Old Museum, erected by Schinkel (1824—8) in the Greek style. The New Museum (connected with the Old M.), built
by Stüler (1843—55) in the Renaissance style; and the National Gallery (1866—76), constructed by Strack, after designs by Stüler, in the shape of a Cor. temple. The O. M. (open daily, exc. Mo.) has a gallery of antiquities, which comprises a large and varied collection of mediaeval and Renaissance sculptures; the Tapestries from Raphael’s designs (now at the S. Kensington Museum; comp. p. 362) in the Rotunda; and the extensive Picture-Gallery (about 1,500 works in 37 rooms), started with the Solly collection, bought in 1821 for £110,000, and continually enlarged, particularly in 1874, when the Suermondt pictures were added at a cost of £50,000. This gallery is rich in Dutch masters, more especially Rembrandts (“Joseph and Potiphar”, “Tobias Wife”, “Susanna”, “Saskia Ulenburgh”, “Hendrikje Jaghers”, “Samson”, “Daniel”, etc.); Frans Hals (“Hille Bobbe”, “Nurse”); de Hooch (“Dutch Interior”); Terborch (“Knife-grinder”); van der Meer, A. van de Velde, etc., but the earlier Netherlanders, the Germans, and the Italians (Signorelli, S. Botticelli, *L. da Vinci, *S. del Piombo, Correggio [*Leda”], Raphael [*Madonna del Duca”], Fra Angelico [*Last Judgment”], *Titian, etc.) are well represented. Observe, also, on entering the O. M.: bronze groups by Kiss (“Amazon”) and Wolff (“Lion”); in the vestibule, statues of famous painters and sculptors, and Schinkel’s frescoes, executed under the direction of Cornelius. — The New Museum holds various collections (casts; Babylonian, Assyrian, Egyptian, and other antiquities; engravings; gems, etc.). The upper portions of the staircase walls are adorned with Kaulbach’s famous frescoes, illustrating the story of mankind (1847—66). The “Fall of Babel” and the “Huns’ Battle” are considered the best. — The National Gallery owes its origin to Wagener’s bequest of 250 pictures to the late emperor, and now contains more than double that number (almost exclusively German), besides watercolours, sculptures, cartoons, etc. The best modern masters are represented here, whilst the Raczynski collection, which belongs to this gallery, has also choice examples of older artists. In the Cornelius rooms are, amongst other things, his beautiful cartoons
("Sin", "Death," and "Redemption") for the royal Campo Santo, which Fried. Wilhelm IV had built as part of a new and monumental cathedral. The latter is still among the pia voto, and the burial-hall to be now serves, temporarily, for receptacle of the "finds" at Olympia (open daily), among which is the beautiful "Hermes" of Praxiteles. Beneath the flight of steps leading to the portico of the N. G., observe Calandrelli's statue of Fried. Wilh. IV.

Opposite the museums, stands the Schloss or Royal Palace (open daily; 50 Pf.), the four-storied imposing residence of the present Emperor, enclosing two large and two small courts. The magnificent palace, such as the first king of Prussia commissioned Schlüter to build (17th c.), was never completed, and the pile still suffers under an incongruous mésalliance of styles. Schlüter, however, executed the two principal façades and the arcaded inner court. Before entering, note the two large bronze groups ("Horse Tamers" by Clodt), a present of the Russian emperor Nicholas in 1842, and (in the first court) Kiss's bronze "St. George". In the interior there are many sculptures, ornaments, and pictures (*Watteaus), some of great value. The finest rooms are the richly carved Rittersaal (throne-room), with the thrones in massive silver, and the White Saloon, showing the marble statues of 12 electors. See the Royal Chapel and a picture-gallery, containing some excellent portraits and historical paintings. After looking into the *new Kaiser Wilhelmstrasse, return to the Linden, and follow it on the n. side, past the Pariser Platz, where the French and Austrian embassies are, entering the Thiergarten, through the Brandenburger Thor, erected by Langhaus in 1789—93. It has five passages. On the top, Schadow's "Victory", which Napoleon took with him to Paris, and which came back in 1814. — The Thiergarten covers an area of about 600 acres ornamented with ponds and numerous statues, among which may be mentioned Drake's monument of Friedr. Wilh. III (1849), Encke's monument of queen Louise (1880), and Schaper's Göthe monument (1880). To the left
is the "Zoo" (adm. 1 M.), founded in 1844 and one of the finest institutions of that kind in Europe (often music); on the other side are the unfinished buildings of the Reichstag (from Wallot's designs), Kroll's "Establishment", and the "Victory" monument (1873), rising 200 ft. above the Königsplatz on a massive square pedestal. The bronze reliefs, commemorating the German victories, are by Schultz, Keil, and Wolff; the mosaics in the colonnade by Salviati (from Werner's designs). The column is of grey sandstone, surmounted by Drake's "Borussia", 48 ft. high, above the capital of eagles (*view; adm. 50 Pf.).

N. of the Königsplatz, is the ornamental Alsenplatz, and the handsome quarter where Moltke resided. — This walk or drive should be continued to Charlottenburg (70,000 inh.), now more than a suburb of Berlin. Here are the Royal Palace (adm. by ticket, daily), where the emperor Friedrich spent his last weeks (1888); the interesting Royal Porcelain Factory (adm. daily, exc. Sat., Su., and Mo.), and the popular gardens of the Flora. The park of the Palace, laid out by Le Nôtre, contains the Royal Mausoleum (adm. daily by ticket), built in the Doric style by Gentz. Friedr. Wilh. III, his consort Louise, the late emperor Wilhelm and his empress lie buried here, the two former under *Rauch's beautiful monuments. — Returning to the Brandenburg Gate, you should turn to the right, and follow the busy and broad Königgrätzerstrasse to the Leipziger Platz, one of the liveliest centres of B. Beyond, are the new and well arranged Ethnographical and Industrial Museums, facing the present Reichstag-building in the Zimmerstrasse. The former, completed by Ende in 1886, holds one of the most important collections in the world, and includes some of the finest "finds" of Schliemann at Troy and elsewhere, bequeathed by him to the State. The Industrial Museum is likewise very rich. — The Zimmerstrasse intersects the Wilhelmstrasse, where the ministries are, and the latter leads to the Wilhelmplatz, full of flowers, nurse maids, lovers thereof, and the statues of famous warriors; also to the brilliant Leipzigerstrasse. — Among the other sights of B., I would mention the Hohenzollern-Museum,
BERLIN: CHARLOTTENBURG.
(formerly a royal palace), in the Monbyouplatz, containing numerous souvenirs of the Hohenzollern family (adm. daily; 25 Pf.); Ravené's picture-gallery, open on Tues. and Fr.; Blankensee's collection (adm. by special permit); the new Rathhaus (*view from tower, 50 Pf.), built in the brick style by Wäsemann (1861—70); the Provinzialmuseum, near which stands Schlüter's *statue of the Great Elector, etc.

Excursions from Berlin. The first one, of course, should be to Potsdam, preferably on a Sunday in summer, because the great fountains at Sanssouci may then be seen at work. By rail P. may be reached in about 1 h. I, however, advise you to follow the itinerary I will now indicate. By a train of the suburban line proceed to Wannsee. Embark there upon one of the small steamers that navigate the popular Wannsee, a lake formed by the Havel. You will enjoy the trip down the Havel, with its sylvan banks, dotted by numerous villas. Past the thickly wooded Pfaueninsel, on which you perceive the favourite chateau of the present Emperor, you advance towards *Babelsberg, at which spot you should leave the steamer, to view the famous Schloss, where the late Kaiser Wilhelm ruled and roamed about, accompanied by one of his sticks, of which he had a whole collection. These and various curios are now protected by wire from the attacks of the long-fingered gentry. Some of the rooms have a beautiful panorama, as the castle stands on a hill, surrounded by a fine park, which you should explore to the banks of the Havel, where a ferry will transport you to Potsdam (54,000 inh. Hotels Eisenbahn; Einsiedler; D. Haus. — Restaurants: Niedt; Hormess, Bluhme (near the Orangerie). Also at the hotels, at Sanssouci, etc. — Cabs at about the same fares as in B.; carriages, 12 M. for 6 and 15 M. for 12 h. — Tramway to Sanssouci, etc.). At Potsdam, you will visit the Friedenskirche

Potsdam.
(1850), built by Persius, and containing, amongst other monuments, Rietschel's "Pieta", Rauch's "Moses", and the mausoleum of the late emperor Friedrich (who died in the Friedrichskron Palace, outside the Brandenburg Gate); the Palace of Sanssouci, erected for Friedrich the Great (1745—7), who died here, like Fr. Wilh. IV.; the Orangerie (1856), an extensive building in the Flor. style, in which there are numerous works of art; and Charlottenhof, transformed into its present beautiful shape by Schinkel in 1826. The Friedrichskron Palace, also founded by Friedrich the Great, at a cost of £ 450,000, contains the apartments of the present Emperor, the curious grotto saloon, a theatre, a large concert-room, etc.; also numerous pictures. Sanssouci, with its park (*View from the terrace) and its famous fountains, is chiefly interesting on account of its historical souvenirs. Friedrich's and Voltaire's rooms are left as they were. In the small picture-gallery there are some good Dutch paintings. The so-called Marmorpalast, built by Fr. Wilh. II. in 1786—96, is not now accessible. Around it, the Neuer Garten. — Fine vista from the towers on the Pfingstberg.

From Berlin, the express runs in 2 h. to Neustrelitz, where the line forks, one branch leading to Rostock (40,000 inh. Hotels: Rostock; de Russie; Stadt Hamburg; Pohley), reached in about 4 1/2 h. from Berlin; the other to Stralsund (40,000 inh. Hotels: *Brandenburg; Goldener Löve; Bismarck), reached from Berlin in about 4 1/2 h., by express, past picturesque Greifswald (20,000 inh. Hotels: De Prusse; Deutsches Haus), with its ancient university (1456), whence there is a steamboat communication with Rügen (see below). As at Greifswald, there is not much to see at Rostock, the ancient Hansa town, apart from the many quaint old houses in it. 1/2 h. by rail beyond the last-named town, lies Warnemünde, a good seaport and a frequented watering-place, like Gross-Müritz, 9 m. distant. The Deutsch-Nordischer Lloyd keeps up a rapid day and night service via Warnemünde between N. Germany and Denmark. Its steamers perform the journey between Warnemünde and Gledser, in Denmark, in about 2 h. Trains between Gledser and Copenhagen take 4—5 h., so that the whole distance by this route from Berlin to Copenhagen, and vice versa, is covered in 11—12 h. (comp. p. 405). Another quick service is maintained in summer between Berlin and Sweden via Stralsund Malmö. The former place, naturally strong by virtue of its position, isolated by water upon three sides, and still in possession of fortifications, lies upon the narrow Strelasund (2 m. wide), which separates it from the island of Rügen (377 sq. m.; 45,000 inh.), the largest German isle in Europe. It has a railway system of its own, which is connected with that at Stralsund by a steam-ferry. The capital is Bergen (3,800 inh.) Hotels: Franz v. Preussen; Rothschilder; Bahnhof), under the Rugard, a good view-point, but the largest town in the island is Putbus (16,000 inh. Hotels: Fürstenhof; Bellevue; Adler), 6 m. from Bergen, and reached thence by rail, omnibus (many times daily), or carriage (2 M.). It is the residence of the princes of Putbus, who have their palace (*pictures; *statues by Thorwaldsen.
and Rauch) and a *Jagdschloss* (with a museum) here. Lauterbach (Hotel: Victoria) and Binz (Hotels: Strand; Ostsee) are small watering-places, possessed of good beaches, near Putbus and the charming *Granitz* deer-park. Sassnitz Hotels: *Bellevue; Fahn-bergl; Küster*, at the mouth of a romantic gorge (50 min. by rail beyond Bergen); *Crampas* (Hotels: Victoria; Walljish); and *Stubbenkammer* (with inns; the prettiest spot in the island, 7 m. from Sassnitz over the cliffs) are all watering-places of some wide repute. The Stubbenkammer cliffs (*Königsstuhl, 435 ft.*) are very picturesque. Charming walks in the Stubbenitz, an extensive beech-forest, in which the Herthasee lies.

Rügen is very ancient (many antiquities). Another rising seaside-resort in N. Germany is *Swinemünde* (9,000 inh. Hotels: *de Prusse; du Nord; Drei Kronen; D. Haus*), a fortified town at the mouth of the Swine, reached by a short branch-line from Ducherow on the main railway to Stralsund (see above). It has docks, and a capacious harbour, protected by breakwaters. The Bad (visitors’ tax 6 M.) is on the beach, connected by a shady avenue. S. has become the natural seaport of *Stettin* (116,000 inh. Hotels: *du Nord; de Prusse; Drei Kronen; D. Haus*. — Restaurants: Kettner; Schönhierr, etc. — Tramways. — Theatre. — Steamers to Copenhagen, p. 401, Riga, etc. — Post-Office, Grüne Schanze. — British Consul; American Consul; Scotch Kirk), an important Prussian harbour on both banks of the Oder, connected by 4 bridges. It lies 2—3 h. by rail from Berlin, has an annual movement of about 1,000 vessels, but hardly anything to attract the tourist. The dukes of Pomerania had their poor Schloss here, and many of them lie buried in the Schlosskirche, close at hand. The empress Catharine II. was a native.

Forty-first Route.

FROM BERLIN TO DRESDEN.

Two lines connect Berlin and Dresden, one via Röderau, the other via Elsterwerda, but both equally uninteresting to the tourist. The older one, 116 m. long, as far as Röde-rau belongs to the Prussian State Railways (Section “Erfurt”); the other, 108 m. long, as far as Elsterwerda, likewise. The remaining portions in both cases are included in the State Railways of Saxony. On the Elsterwerda route express trains perform the journey in about 3 h.; and they scarcely occupy more time on the Röderau line which, up to Jüterbog, is part of the main line from Berlin to Leipsic (comp. p. 127).

Dresden (276,000 inhabitants, including the garrison), the ever-charming and *gemütliche* capital of Saxony, beloved by all foreigners as the “German Florence”, lies in the broad valley of the Elbe, which river here assumes larger propor-
BRÜHL'S TERRACE IN DRESDEN.
tions and is spanned by several long bridges, among which the Old Bridge is the most interesting. The Altstadt, which contains the more important streets and buildings, also the Friedrichstadt, and the new quarters around the Grosser Garten, the favourite haunts of a large English and American colony, lie on the left; the Neustadt and Antonstadt on the right bank. D. has become quite a large town; living there is no longer so cheap as it used to be. Yet it must still be ranked among the most economical cities of Germany, as it undoubtedly belongs to the most beautiful, interesting, and healthy of the Fatherland. Körner, the great war-poet, was a native. As an art centre D. is well known; Rietschel and Schilling flourished here as sculptors. Semper, the most famous of modern German architects, made D. his head-quarters.

Hotels: *Victoria; *Bellevue; Grand Union; Stadt Berlin; du Nord; Rheinischer Hof; Braun; Stadt Gotha; de France; Central; de l'Europe; British Hotel; Weber; de Rome; Bucher; *Curländer Hof; Bristol. All the foregoing, and others, in the Altstadt. *Kaiserhof (comfortable, reasonable; recommended), with a café-restaurant on the Elbe; Kronprinz; Stadt London; Vier Jahreszeiten; Royal. All the foregoing in the Neustadt. — Restaurants: *Englischer Garten; Kneist; Sendig; Aussendorf; Drei Raben; *Helbig (with a terrace on the Elbe); Société. Also in most of the hotels, at the railway stations, in the “Zoo”, and on Brühl's Terrace. Food is very cheap and “shilling dinners” are not at all rare, nor inferior at the price. — Cafés: Imperial; Wiener; Residenz-C.; Lässig; Fromm; Belvedere (see below). — Wine at Fertsch's; Grell's, etc. — Beer flows at many places. “Waldschlösschen” and “Feldschlösschen” beer is a popular beverage. — Theatres: Hof-Theater (operas and classical dramas); Albert-Theater; Residenz-T. — Music (popular) at the Belvedere (Brühl's Terrace); Linke’sche Bad; at the “Zoo”; the Kaiserhof (see above), etc. — Anglo-American Club, Pragerstrasse.

Cabs: (one-horse “Droschken”), within the inner radius, per drive, 50 to 90 Pf., according to number carried; 20 min., 60 to 100 Pf.; ½ h., 90 to 140 Pf.;
1 h., 160 to 220 Pf. Two-horse "Fiaker": per drive or ½ h., 1-4 p.; 2 M.; each subs. ½ h., 1½ M. To and from stations, 60 to 100 Pf.; luggage and bridge-toll (10 Pf.) extra. Double fares after dark. — Tramways and Omnibuses traverse the main thoroughfares to the suburbs. Fares are low. — Steamers: frequent on the Elbe, to all places of interest or importance. — Railway Stations: Bohemian (for trains to Tharandt, Chemnitz, and Austria, via Tetschen-Bodenbach); Berlin (for trains to the N.); Leipsic (for trains to Leipsic and Berlin, via Röderau); Silesian (for trains to Görlitz, Breslau, etc.). The two former are in Altstadt. — Post-Office, Postplatz. — Strangers' Office (for information to tourists), Pragerstrasse. — Photographs. I strongly recommend those of Hermann Krone.

British Chargé d'Affaires; American Consul. — English Ch. serv., Wienerstrasse; Presbyterian, Bernardstrasse; American Episcopal, Waisenhausstrasse.

Principal Attractions. The Old Bridge (Augustusbrücke), which dates from the 12th c., and was partly blown up by the French in 1813, is a convenient starting-point for a Rundreise in the Altstadt. On the right, facing it, ascend the wide flight of steps (adorned with Schilling's groups), leading to Brühl's Terrace, so named from Count Brühl, who in 1738 laid it out as a garden. It is a delightful and ever-popular, tree-planted promenade, ½ m. long, which, running high above the Elbe, affords a charming survey of the river, with its steamers and craft of every description. The old Brühl Palace, now an art-exhibition, forms the w. boundary of the Terrace, near the Albertinum (adm. daily; free), formerly the Arsenal, and at present containing a collection of casts and the *works of Rietschel, the eminent sculptor. Past Schilling's monument to him and the new *Academy of Art, completed in 1893, you advance towards the spot where the Terrace gets narrower and takes a bend away from the river. Here stands the Belvedere, a large café-restaurant, with concert-room, where classical or popular music is dispensed every night. The Terrace, on such occasions,
remains densely crowded. Thence, an easy walk brings you to the Botanical Garden and to the *Schilling-museum, in the Pilnitzer Strasse. — Now, we will retrace our steps to the Schlossplatz. On the left, facing the Augustusbrücke, is the R. C. Hofkirche, with an "Ascension", by R. Mengs, a lofty tower, and the royal burial-vault (beautiful music on Sun.); also the Georgenthor (George's Gate), giving access to the lively Schlossstrasse, where some of the finest shops of D. are found. The Georgenthor forms part of the Schloss, a vast building, begun in 1534, and much extended in the 18th c., which encloses two courts, the largest, finest, and oldest of which, entered by the so-called Green Gate, leads to the **Green Vault ("das Grüne Gewölbe"), open daily by ticket (1 M.). This museum of gems, one of the richest and most famous in the world, is, next to the Picture-Gallery, the gem of Dresden. The 8 rooms contain curios and treasures valued at over £1,000,000. The jewels are, perhaps, the most interesting (onyx, 7 inches high; reputed largest emerald; green diamond, weighing over 5 oz., etc.), but the miniature work of Dinglinger, called the Saxon B. Cellini, is certainly as remarkable. See his masterpiece, the "Court of Aurungzebe at Dehli", with its 132 movable figures. — The interior of the Schloss (free adm. daily, by ticket) offers nothing very striking, except, perhaps, Bendemann's frescoes (1845), sculptures, and some Italian pictures in the Schlosskapelle. — Wending our way to the fine Theaterplatz, adorned with Schilling's equestrian statue of king Johann (1889) and Rietschel's bronze statue of Weber (1860), we find that it separates the *Theatre — rebuilt in splendid and ornate Renaissance by Semper (1878), after the disastrous fire of 1869 — from the Zwinger, a curious architectural freak, left unfinished by Pöppelmann in 1722. Seven somewhat rococo pavilions, connected by a low gallery, surround a vast oblong court, in the centre of which stands Rietschel's statue of Fried. August I. The buildings hold some of the most important collections of D. (ethnographical, zoological, mineralogical, scientific instruments, etc.), whilst the far-famed *Museum (adm. daily, either free or on
payment of a small fee on certain days) is a separate building, designed by Semper (1847—54), and fronting the Zwinger. This vast structure, surmounted by a cupola, and ornamented with sculptures by Rietschel, Hähnel, etc., contains the priceless art-treasures of the Picture Gallery, a unique collection, founded by August III (18th c.), which ranks among the greatest galleries of Europe. It numbers some 2,500 paintings, filling 13 larger and many smaller rooms, besides 350,000 engravings and drawings. The Old Masters are on the first-floor, the modern painters, including choice specimens of Makart, Achenbach, Munkacksy, etc., on the story above. The Gallery is very rich in Dutch Masters, Wouwerman, Ruysdael (whose "Jewish Cemetery" is, perhaps, his highest effort), Dow, Ostade, and Rembrandt ("Portraits", "Manoah's Sacrifice", etc.) being represented here by numerous and high-class examples such as are not found elsewhere. Among the many famous Italians are the once matchless Correggios ("Virgin and Child", two pictures, one with St. Francis, the other with St. Sebastian; "La Notte", etc.), that have unfortunately suffered irreparably through bad "restoration"; the Giorgione ("Venus"); the P. Veroneses ("Adoration of the Magi", "Virgin and Child", etc.); the Titians ("Tribute Money", "Virgin and Child", etc.). But this Gemäldegallerie is, probably, best known to the outside public for its two peerless Madonnas, that illustrate in such a striking manner the peculiar characteristics and beauties of two divergent Schools of art. The merest tyro in the world of painting has heard of Raphael's "Madonna di San Sisto", that wonderful achievement of a nearly perfect brush, which, intended for the St. Sixtus convent at Piazenza, was purchased in 1753 for the ridiculous sum of 17,000 ducats. And who has not heard of Holbein's marvellous "Madonna", to whom a place d'honneur is rightly reserved in a separate room, like to her Raphaelite sister? For, be she the original Virgin, or merely a copy of the one at Darmstadt (p. 128), it is impossible not to admire the intense colouring and the earnest truth of the facial expressions in this extraordinary picture. To Raphael belongs the genius of
fantastic and poetic impersonification, to Holbein the potency of impressive realism. His madonna is a woman and mother, the virgin of Raphael a goddess!

Among the other museums of D., I desire you to notice the Historical M. (open daily; small fee) in the Johanneum, which contains one of the finest collections of armoury in the world (40 rooms); the equally rich Porcelain M. (open daily; small entr. fee), in the same building, a collection of nearly 100,000 specimens of choice Dresden and other china, including the earliest productions of Böttcher in Meissen (p. 476); and the Japanese Palace (adm. daily; free), reached by crossing the Elbe to the Neustadt. The latter now only contains the Royal Library (400,000 v.; 6,000 MSS.), as the antiquities have been transferred to the Albertinum (p. 470). In the same Neustadt (near the Old Bridge) is Wiedemann’s equestrian statue of August the Strong in gilded copper, and the interesting Körnemuseum (50 Pf.), in the house and street (now Körnerstrasse) where the warrior-poet was born (1791). Schiller resided there in 1784—6. Hähnel’s statue of the former is in the Georgsplatz. — The Grosser Garten, a large and beautiful royal park of some 300 acres laid out in the 17th c., is the favourite resort of the Dresdener. It has large ponds and a Lustschloss, now a museum of antiquities. A handsome quarter has sprung up around the park, near which is the “Zoo” (adm. 25 to 75 Pf.).

Environs of Dresden. These are charming. Visit Räcknitz, where Moreau fell in 1813 (monument); the Albertsberg, with a handsome chateau (*view); Loschwitz, where Schiller wrote his “Don Carlos” (1785—7); Blasewitz, which figures in his “Wallenstein”; Hosterwitz (with a chateau), where Weber composed “der Freischütz” und “Oberon”. All these “Witze” are easily attained by road, rail, or steamer, like Pilsnitz (about 80 min. from D. by steamer), where there is a fine royal Schloss, with pleasant grounds, 1 h. from the Porsberg (*view). We are here in the direction of Saxon Switzerland, described p. 477.

A pleasant foot tour may be made through the Plaenschiger Grund to Potschappel and Tharandt (2,500 inh. Hotels: D. Haus; Bad), reached by rail in about 20 min. T. lies in a picturesque spot, at the junction of 3 valleys, under a height crowned by ruins. It is in the centre of Saxony’s mining industry, like Freiberg (27,000 inh. Hotels: *de Saxe; *Rother Hirsch), 16 1/2 m. beyond Tharandt,
and 1 h. by express from Dresden. F. has an important mining school (with extensive mineralogical *collections) and an interesting Gothic cathedral (*richly sculptured “Goldene Pforte”, 13th c.). The same route may be continued (50 m. from Dresden) Chemnitz (139,000 inh. Hotels: Röm. Kaiser; Stadt Gotha; Vier Jahreszeiten, a.o. — Restaurants: Bohnemann; Mosella; Hartenstein a.o. — Cafés: Kunze; Wiener C. — Tramways through the town. — Cabs: per drive, within the radius, 1 p., 50 Pf.; 2 p., 60 Pf.; 3 p., 80 Pf.; 4 p., 1 M. — American Consul), an old free-city and a very considerable manufacturing place not only of Saxony but of Germany (woven goods, machinery, etc.). The former electoral palace is now an inn.

**Erzgebirge.** Chemnitz is a convenient starting-point for excursions into the **Erzgebirge** (Ore Mountains), a chain which separates Saxony from Bohemia, and which reaches its highest point in the **Keilberg** (4,080 ft.). The chain is about 85 m. long and 25 m. wide, and different railway lines traverse it, thus facilitating access. The principal ones run: 1. from Ch. to **Komotan** (Route 42), 73 m. in about 5 1/2 h., past **Marienberg** and **Reitzenhein**, a summer-resort at the Bohemian frontier; 2. from Ch. to Komotau, via **Annaberg** (14,000 inh. Hotels: Wilder Mann; Museum Restaurant at the station), an old manufacturing town famous for its lace, where there is also an interesting cathedral (16th c.), the **Annenkirche**, containing some notable works of art (pulpit; high-altar; pictures). The 2nd line is somewhat longer than the first, viz. 91 m. (about 7 h. by rail). 3. From Chemnitz to **Adorf** junction for Eger and Leipsic; 72 m. in about 5 h. Or the main line may be continued in the direction of Reichenbach, past **Glauchau** (22,000 inh. Hotels: D. Haus; Stadt Hamburg), on the Malde, with two manors; **Zwickau** (40,000 inh. Hotels: Post; Wagner), the manufacturing town where Schumann was born, with the notable **Marienkirche** (15th c.); **Schneeberg** (8,000 inh. Hotels: Stücks. Haus; Stahl); a lace-making town which holds the finest picture of Cranach the E. in the late-Gothic church; **Schwarzenberg, and Johanngeorgenstadt**, a small, yet thrifty town, to which the line ascends through wild and pretty country. Thence, diligences run in 5 h. to **Carlsbad** (Route 42).

**Riesengebirge.** To the E. of Dresden lies the somewhat distant **Riesengebirge** (“Giant Mountains”), an extensive and picturesque range between Silesia and Austria. One of its centres of attraction is **Hirschberg** (16,000 inh. Hotels: *Preussischer Hof; D. Hof; Heerde; *Thamm), on the Silesian mountain railway. From Dresden, Hirschberg may be approached via **Görlitz** (61,000 inh. Hotels: *Vier Jahreszeiten; *Strauss; Stadt Dresden; Victoria; Herbst), a large manufacturing place in Prussia on the Neisse, 2 h. by express beyond the Saxon capital. On the way, you pass Radeberg, junction for **Kamenz**, where Lessing was born in 1729 (monument by Knauer in 1863), and **Bautzen** (20,000 inh. Hotels: *Goldene Krone; Goldene Weintraube), one of the old “allied towns”, now chiefly noted for its manufactures, but still in the proud possession of its picturesque gates and walls. Here the bloody battle of May 1813 was fought, when Napoleon obtained a barren victory over the Allies. At Görlitz, where you will
notice the many arcaded streets, you should visit the great and remarkable *Gothic church of St. Peter and Paul (15th c.); the Rathhaus; the St. Sepulchre Church, with a quaint imitation of the holy tomb at Jerusalem; the old Arsenal ("Kaiserrutz"), and the Stadt p ark. Near G örlitz lies Liebwerda, a small but charmingly situated watering-place, with springs similar to those at Spa. Its inns are, however, below the average. To get there, the line to Reichenberg may be utilised, which taps the s. side of the Riesengebirge, and passes Fried land, with a Schloss, once the property of Wallenstein.

At Hirschberg, a Lokalbahn, on which many trains run daily, soon brings you to Warmbrunn (Hotels: *de Prusse; *Schwarzer Adler; Rosengarten; Schneekoppe. — Restaurants: Kursaal; Landhaus), whose hot springs are indicated by the name, and yearly attract some 4,000 drinkers and bathers, suffering from skin-desesses, gout, etc. There are the usual "distractions" (Kursaal; theatre, etc.), among which an immense number of walks and excursions, for here we are in the heart of the "Giants". I can only mention the outings to Hermsdorff (Hotels: *Tietze; *Verein; G. Stern, a. o), a beautiful spot on the same railway line, under the Ky n a st (2,030 ft.), whose ruins have been sung by K örner, and to Schmiedeberg (4,600 inh. Hotels: *Preuss. Hof; Stern; Ross; Lüwe), an old town with a direct railway to Hirschberg (50 min.), near the F r i e s e n s t e i n e (*view). It will take you, past K rumm h ü b e l (Hotels: Frieden; Schneekoppe; Wald haus), another favourite summer-resort 5 h., from Schmiedeberg, to the *Schneekoppe (5,258 ft.; the highest point in N. Germany), with chapel, inns, and extensive panorama: and 9 h. over the K l a m m to L andeshut, on the Austrian side of the R i e s e n g e b i r g e, near which are the curious sandstone *rocks of Adersbach and Weckelsdorf. A well-known watering-place of the R i e s e n g e b i r g e, also, is S alz brunn (3,300 inh. Hotels in Bad Salzbrunn, 1 m. from the station: Kurhaus; Sonne’s; Krone, etc., all with restaurants. — Visitors’ Tax, 20 M.), whose saline-alkaline waters, efficacious in lung and bowel complaints, are largely exported. S. lies beyond Landshut, on the way to Freiburg and Breslau (335,000 inh. Hotels: *du Nord; Weisser Adler; Kaiserhof; *Galisch; König von Ungarn; Labuske. — Restaurants: *Wösthoff; Hansen; Lübbert; Hübner. Also at the hotels and railway stations. — Cafés: Orlandi; Fahrig; Perini; Central: Kaiserkreone; Brunies. — Beer flows at many places (Kissling’s; Paschke’s, etc.). — Tramways through the principal streets. — Steamers on the Oder. — Cabs: per drive, 1 p., 50; 2 p., 60; 3 p., 80; 4 p., 100 Pt.; per h., 1.25, 1.50, 1.75, 2 M. Higher fares after dark and to places outside the inner radius. — Post Office, Albrechtstrasse. — Theatres: Stadt-Theater; L e b e-T.; Sa i s o n-T. — Concerts at the Concerthaus. Popular Mu sic at the Volksgarten; Zeltgarten; Simmenauer Garten. Also on the L ie b i c h s h ö h e (with café-restaurant). — British V.-C.; A m e r i c a n Consul. — Engl. Ch. serv.). This well-built capital of Silesia, the second city of Prussia, is reached by direct train, via Gör litz and Kohlfurst, in 6 3/4 h. from Dresden, and in about 8 h. (223 m.)
from Berlin. Near G. the Neisse is crossed on a magnificent viaduct of 30 arches, 1,500 ft. long. Breslau lies on both banks of the Oder, spanned by many bridges that also unite the many islands with the shore, and comprises the Altstadt, Neustadt, and five suburbs. The old fortifications have been converted into fine promenades. Good viewpoints are the Liebichshöhle (see above) and the Ziegelbastei. The main street is the Schweidnitzerstrasse. Many important factories (machinery, woven goods, etc.). B. has long been the principal wool-market of the Continent. You should see the quaint Gothic Rathausturm (15th c.; rest. in 1862), in the Grosser Ring, with the Fürstensaal, the large Keller, and the Stauppsäule (whipping-post), the latter in front of it; the Silesian Museum (antiquities); the University (700 students), founded in the 18th c. and united with the one at Frankfort-on-the-Oder in 1811, containing collections of antiquities and natural history, also a library of 400,000 v.; the Cathedral (St. John Baptist), standing upon the Dominsel, begun in the 12th c., but entirely modernised (Cranach’s “Madonna unter Tannen”); several other interesting churches, notably the Kreuzkirche, the Elisabethkirche, full of works of art; the fine Botanic Garden, etc.

Two railways unite Dresden and Leipsic (p. 124), both belonging to the Saxon Government, one (75 m. long) running by Riesa on to Bodenbach (Route 42). This is the international route, on which through carriages are provided between Flushing and Vienna, via Prague. Express trains perform the journey between Dresden and Leipsic in 2-2½ h. The other railway (80 m. long), via Döbeln, has its terminus at D. in the Neustadt. No express trains on this route; ordinary trains occupy from 3 to 4 h. The line touches Meissen (14,000 inh. Hotels: Stern; Hirsch; Löwe. — Restaurants: Rathskeller; Kaisergarten; Burgkeller), an interesting old town, with the well-restored Albrechtsburg, the ancient residence of the Saxon princes, on a rocky mountain overhanging it (*frescoes; fine view); and the Gothic Dom (13th—15th c.) near it, containing notable sculptures, stained glass windows, engraved *brasses, pictures, etc. The famous Government Porcelain Factory, formerly in the Bura, is now at Triebischthal, close to M. (adm. 1 Mark). Here Böttcher (p. 472) commenced to imitate the real “china” in 1710. It is notorious that he discovered the process by a “fluke”, whilst searching for the philosophers' stone.

Forty-Second Route.

FROM DRESDEN TO PRAGUE, VIA BODENBACH. Saxon and Austro-Hungarian State Railways. 119 m. in about 4 h., by express.

The line follows the picturesque valley of the Elbe, which also forms the centre of what has, most inappropriately, been baptised Saxon Switzerland, because it does not
resemble its prototype in the very least. Yet it possesses a character all its own, and that character is both original and beautiful.

The chief points of Saxon Switzerland may very well be seen in two days, although a third day could be usefully and pleasantly spent in addition. The first day, take the early express from Dresden for Königstein, a town of 4,000 inh. (Hotels: Stadt Londen; Bl. Stern; *König Albert; Kronprinz) and a strong fortress, crowning a mountain, 1,180 ft. above sea-level. To the top, where the view is glorious, a good walker would take about 1 h., but there is a carriage-road. The fortress (adm. 4 M., for a party of 1—8 p.), at one period a castle of the Dohna family, and afterwards a monastery, has been converted into a State prison, which, in times of war, serves as a treasury. From here, you should go back to Pötzscha, the fourth station from Dresden, and cross over to Wehlen, or descend the Elbe to the latter place. At Wehlen, walk through the Wehleiner Grund, the Uttewalder Grund (to the Felsenthor, a curious, natural gate-way), and the Zscherrer Grund, on to the Bastei — a charming stroll of 1½ or 2 h. through beautiful gorges. The *Bastei is a many-peaked rock (875 ft. above sea level), with projecting terrace, *view-tower, and inn. From this Glanzpunkt, descend to Rathen (1 h.) over the imposing Basteibrücke. Take steamer or boat thence to Schandau (3,000 inh. Hotels: Bahr, good in every way, with fine view, recommended; *Dampfschiff; Sendig, comprising several establishments; Lindenhof; Stadt Berlin; Elbhôtel; Elysium; Engel. — Many Restaurants). S., prettily situated on the south bank of the river, crossed here by a railway bridge which carries the line to Sebnitz, is an important station of the Elbe steamers that perform a rapid, frequent, and very remunerative service up and down the river. The railway station lies on the opposite bank (steam-ferry, 10 Pf.; luggage extra), and all trains stop there. Very many tourists make a stay at S., to take the chalybeate baths at the Kurhaus in the Kirnitz-thal; or to explore the picturesque neighbourhood. The Hockstein, the *Brand (inn), the Pabststein, (1,475 ft.; inn), the *Lilienstein, all good vista-points, are within easy reach. If you are limited in your time, I should advise you to devote your second day to the following tour. Take a carriage (bargain!) to the Lichtenhainer waterfalls (inns), which are turned on (!) by the magic of a small fee — a wondrously pitiful sight! —; walk thence, through the woods, to the *Kuhstall, a natural archway of enormous dimensions, meeting the carriage again in descending therefrom, which will bring you as near the Prebischthor (*hotel) as possible. The approach to this extraordinary arch (66—100 ft. high and 98 ft. broad), which lies in Bohemian territory, 1,402 ft. above sea-level, is through wild and romantic scenery. The Prebischthor must be pronounced a far grander attraction than either Bastei or Kuhstall, especially as the *view from the top excels anything of the kind in "Saxon" Switzerland. The ascent of the two Winterbergs (Grosser Winterberg,
with inn, 2 h. from the Kuhstall) I consider unnecessary for those that visit the Prebischtthor. Hence, the descent to the Elbe at **Herrnkrätschen** (Hotels: *Hermnhaus; Hetschel*, etc.), a Bohemian village opposite the railway station of **Schöna** (ferry, 8 Pf.), takes a good h. on foot. Shortly before entering the place, preceded by many saw-

**SAXON SWITZERLAND: THE BASTEI.**

mills worked by the Biela rivulet, a path diverges on the left to the *Edmund’s Klamm*, a newly discovered “marvel” of this **Schweiz**. A path, winding through a wild gorge, grows narrower and narrower, until it finds itself “crowded out” by a rivulet, tamed and kept in order by means of locks. Boats navigate this pond-like water, between perpendicular rocks, and land you at the locks, near which there is a hotel. The trip is highly interesting and well worth the small fee, payable at the entrance. The same excursion may be continued to **Dittersbach** (Hotels: *S. Schweiz; Bellevue; Kronprinz Rudolf*), the romantic centre of “Bohemian Switzerland.”

The railway to Bodenbach passes (10½ m.) **Pirna** (12,000 inh. Hotels: *Adler; Schwan; Sächs. Hof*), a small town under the Sonnenstein, formerly a fortress; **Pötzscha**, station for Wehlen (p. 477); (22 m.) Königstein (p. 477), and (25 m.)
Numerous quarries commence to spoil the surroundings of the Bastei. The train approaches the Bohemian frontier at Schôna (see above), then crosses it near Niedergrund, junction for Tetschen and Vienna (Route 48), reached by express on the Austrian Nordwest-Bahn in about 11 h. from Dresden, and in 9 1/2 h. from Tetschen, via Leitmeritz, on the Elbe, the last station of the river steamers; Lissa, Kolin, Deutschbrod, Iglau, and Znaim. The train for Prague stops at (38 m.) Bodenbach (2,500 inh. Hotels: Umlauft; Stark; Post; Bad, at Obergrund), where the Austrian custom-house has to be faced. A suspension bridge spans the river to Tetschen (Hotels: Ulrich; Dampfschiff; Stern), a pleasant village beautifully posed under a height, surmounted by the handsome manor of the counts Thun, with interesting collections (shown), and lovely grounds.

It is now the time to enter into a few details about:

AUSTRIA.


The largest state, next to Russia, on the continent of Europe, is situated between 42°—51' n. lat. and 9° 30'-26° 26' e. long. It embraces an area of 261,649 E. square miles, and a population of 42,813,251 viz. — Austria proper, 115,914 sq. m., pop. 23,895,413; Hungary, 124,448 sq. m., pop. 17,463,473; Bosnia and Herzegovina, 20,177 sq. m., pop. 1,454,365. Among this population there were in 1890 (without Bosnia and Herzegovina) about 19,142,000 Slavs, 10,563,000 Germans, 7,439,000 Magyars, and 2,801,000 Roumanians. According to religion, there are nearly 32,254,000 R. Catholics, 3,864,000 Protestants, 3,178,000 Greeks and Armenians, 1,866,000 Jews, and some 500,000 Mohammedans in the Turkish provinces. The empire — the official nomination of which is now Oesterreichisch-Ungarische Monarchie (the Austro-Hungarian Monarchy) — is divided into the Austrian State and the Hungarian State, each having its own parliament, ministry, and administration. The lands of the Austrian Crown are: Lower Austria, Upper Austria, Salzburg, Styria, Carinthia, Carniola, Coast-Districts (Gör, Gradisca—Trieste, and Istria), the Tyrol and Vorarlberg, Bohemia, Moravia, Silesia, Galicia, Bukowina, and Dalmatia. The lands of the
Hungarian Crown embrace Hungary, Transylvania, Fiume, Croatia, and Slavonia. The soil produces grain of all kinds, potatoes, beetroot, and wine. Austria ranks next to France, Italy, and Spain as a wine growing country (Austria, 1890: 79,933,920 gallons; Hungary, 1889: 83,870,490 gallons). But, from its inland position, and other causes, the wines are not so well known in England as they deserve to be; 740,153 tons of beet-sugar were manufactured in 1889-90. Industry is almost wholly confined to the w. half of the monarchy, and more especially to Vienna, Bohemia, Moravia, and Silesa. Styria is the great centre of the iron trade; Brunn is famed for its woollens, Reichenberg for woollens and cottons, Trautcnau for linen, Bohemia for glass, and Vienna and Pilsen for lager beer. The mineral riches are very great, comprising, gold, silver, copper, iron, quicksilver, lead, tin, zinc, and coal (Austria, 1888: 42,269,482; Hungary, 1887: 5,019,695 tons). Petroleum is also found in Galicia.

The empire possesses a powerful army, amounting, on the peace footing, to 334,473 men, with 14,024 officers; and the war establishment, including a Landsturm of 474,981 men, etc., consists of 1,794,125 officers and men, with 2,192 field guns. Military service is compulsory on all. The navy consists of 140 vessels, of which 14 are ironclads, 6 torpedo vessels, and 62 torpedo-boats. Pola is the great naval arsenal.

The imports amounted in 1891 to £ 54,050,000, the exports to £ 67,050,000. The commercial marine, excluding fishing smacks, consisted in 1891 of 1,995 vessels, with a burthen of 230,326 tons. Duality extends to the usual budgets. Towards the common expenses Austria contributes to the extent of 68.6 per cent; Hungary, to that of 31.4 per cent. These common expenses were estimated for 1892 at £ 12,190,000. Revenue, 1892, £ 48,329,510; expenditure, 1892, £ 45,662,296; common debt, 1893, £ 37,983,000; Austrian debt, 1893, £ 323,833,413; direct imports to U.K., 1891, £ 1,607,191; direct exports to U.K., 1891, £ 1,464,106. In calculating the above amounts, the florin is reckoned at the rate of 12 to the £, and the debt capitalised at five per cent.

Austria is charged with the administration of the Turkish provinces of Bosnia and Herzegovina, situated between 42° 40' — 40° 15' n. lat. and 33° 23' — 38° 45' e. long. The Austrian garrison consists of 28,042 men, with a native army of 3,528 and a gendarmerie of 2,359 men. An entirely Austrian administration has been established. The local revenue (1892: £ 900,693) suffices for the cost of administration, but not for the maintenance of the army of occupation.

Mountains and Rivers. The highest mountains of A. are in the Tyrol (Grossglockner, off the Pusterthal, 12,455 ft.; Gross Venediger, near Kals, 12,055 ft.; Ortler, on the Stelvio route, p. 193, 12,815 ft.). The Carpathians in Hungary reach 9,530 ft. in the Bucecesberg in Transylvania. To them belongs the Tatra, 8,790 ft. high in the Lomnitz mountain, above the great Hungarian plain. The Erzgebirge (Ore Mountains) and the Riesengebirge (Giant Mountains), to both of which I have already referred, p. 474 and p. 475, lie partly in Austria, and are not so lofty. Access to the greater and most difficult part of the mountain regions of A. has been greatly facilitated by the "Deutscher
u. Oest. Alpenverein", with upwards of 20,000 members; the "Oest. Touristencub", with 15,000 members; and the "Oest. Alpenclub". All these clubs publish important information (maps, etc.), construct huts, roads, etc., and confer positive benefits on their members, who obtain special rates on railways and steamers, in hotels, etc. As a matter of economy in travel alone, the benefits derived soon outbalance the annual contributions which are low enough.— Among the numerous big Rivers, apart from the (anything but blue) Danube, which runs through the whole empire, I would mention the Elbe and the Moldan in Bohemia; the Adige in the Tyrol; the Theiss and Waag in Hungary, etc. The largest lake is the Balaton, or Plattensee, beyond Stuhlweissenburg; the finest among the smaller, the Königsee, but there are many more in the Tyrol, to which I shall refer under Route 47.

Railways. Of 26,734 kil., open for traffic in 1891, 15,138 were in Austria and 11,541 in Hungary. 9,409 kil. are worked by private companies, the remainder by the State. In Bosnia and Herzegovina there are at present some 500 kil. of State railways. The so-called "zone system", originated in Hungary, is the predominant one in the whole monarchy, but its working details vary on the different lines. The main idea, however, is to charge a fixed rate within a certain radius. Thus, on the Hungarian State Railways, there are fourteen "zones", the first one extending to 25, the second to 40, the third to 55 kil., etc., the last "zone" being for any distance beyond 225 kil. In the 1st "zone", fares are 60 Kr. for the 1st, 50 Kr. for the 2nd, and 30 Kr. for the 3rd cl. in express, and slightly less in ordinary trains, whilst in the 14th "zone" fares are 9, 60, 7, or 4.80 G. in express, and 8, 5.80, or 4 G. in ordinary trains. On long distances especially travelling is thus very cheap in Austria-Hungary, and season-tickets are not less so. A first-cl. annual ticket on the whole system of the Austrian State Railways costs but 300 G., say £25. On the other hand, free carriage of luggage is a thing of the past, and supervision of "hand" baggage very severe. Carriages are, generally, as good as, if not better than, those in Germany, the "vestibule" system being very prevalent. There are separate "coups" for smokers and ladies, but the rules as to smoking are not strictly enforced.

Posting. This is very well organised. There are diligences on the principal routes, and you can claim "Extrapost" in most provinces, tariff charges varying somewhat according to locality, but averaging about 1 sh. a mile for a vehicle of your own choice, two horses, and Trinkgeld. I have frequently travelled "Extrapost" all night, and had no complaint to make. Of course, horses have to be changed at every "station", and the fare is payable to the Postmeister in advance. — Town-letters are charged 3 Kr. for 20 grams. Postage on other prepaid letters throughout Austria-Hungary and Germany, 5 Kr.; foreign letters, 10 Kr. Post-Offices in 1890, 9,000. — Telegraphs working in 1890, 40,000 m. Telegrams in Austria-Hungary, 3 Kr. a word, with a minimum of 30 Kr. (in towns, 1 Kr. a word, with minimum of 20 Kr.); to the U. K., 13 Kr. a word. — State Telegraphs are at work in and between the principal cities.
A 3 minutes’ conversation in Vienna costs 20 Kr.; between V. and Budapest, 1 G.

Money. Paper-money is the usual medium, the G. being worth about 1 sh. 8 d. (12 G. = £1). There are also in circulation State-notes of 1, 5, and 50 G.; bank-notes of 10, 100, and 1,000 G. Further details are withheld in this edition, as the currency system of Austria is in course of (r)evolution. The reforms introduce the following changes. The silver standard will be abolished, and, in future, a single gold standard will take its place. The present Gulden (florin) will be replaced by a new unit, the crown, of the value of half a florin, which is to be divided into 100 Heller. There are to be coined two gold pieces, one of 20 crowns, and one of 10 crowns. There are also to be coined one-crown pieces in silver, 20- and 10-Heller pieces in nickel, and 2- and 1-Heller pieces in bronze. The new gold coins are in the first instance to serve for the redemption of paper-money.

Custom-houses in Austria are not over-rigorous, as a rule, but playing cards and almanacks must not be imported, nor tobacco in any quantity, because there is a State régie.

WHAT TO SEE IN AUSTRIA-HUNGARY.

(Full particulars under the headings quoted).


Soon after having left Bodenbach, we enter (53 m.) Aussig (23,723 inh. Hotels: Engl. Hof; Goldenes Schiff; Dampfschiff. — Rest. at the station), a manufacturing town on the Elbe, birth-place of R. Mengs. Travellers bound for Dresden frequently leave the train here to proceed by steamer on the Elbe — a highly delectable plan in fine weather.

Aussig is an important junction. To the r., a line runs to Teplitz (14,000 inh. Hotels: *König v. Preussen; *Kronprinz Rudolf; Blauer Stern; Stadt London; Neptune and Hermannsburg, both in Schönau. — Restaurants: Gartensalon, etc. Also at the hotels. — Cafés: Kur salon; Theater-C. — Visitors’ and Music Tax, after a week’s stay. — Theatre (Kurgarten, where there is also often music). — Cabs: one-h., ¼ h., 40; two-h., 60 Kr.; 1 h., 1 and 1.50 G. — Engl. Ch. serv.), reached in about 1½ h. It is pleasantly situated at the foot of the Erzgebirge, with numerous promenades in the neighbourhood. The hot alkalo-saline waters (up to 120° F.), used both internally and externally, are efficacious in gout, rheumatism, etc. Charming Kur-
garten, with Kursalon and Theatre; Kaiser-Park, between Teplitz and Schönau, now united; *Schlossgarten (music), belonging to the Schloss of the Clarys. Views from the Schlossberg, Königshöhe, and Stefanshöhe. Excursions to Eichwald (Hotels: Kurhaus; *Theresienbad; Dr. Brecher’s “Hydro”), a pleasant summer-resort in a wooded ravine of the Erzgebirge, 3½ m. from Teplitz (omnibus many times a day); to the *Mileshauer, a mountain 2,740 ft. high, with extensive vista; the battlefield of Kulm, where Vandamme was defeated by the Allies in 1813 (monuments), etc.

Beyond Teplitz lies Dux, junction for Bodenbach direct, and for Bilin, which has given its name to the well-known mineral water at Sauerbrunn, near by, with a *Kurhaus. Bilin is on the line to Obernitz, where it forks, one branch running to Prague, the other to old, beery Pilsen (50,000 inh. Hotels: Kaiser v. Oesterreich; Adler), once interesting as the seat of Wallenstein’s “Lager” (24 Wallensteiners were executed here in 1684 for high treason), now mainly attractive as the centre of other people’s “lager”. Extremely curious rock-cellar.

Hence, the line to Plattling, junction for Ratisbon (p. 518), Munich, and Passau (17,000 inh. Hotels: Bair. Hof; Wenzel; Mohr; *Eisenbahn), an interesting Bavarian frontier-town, romantically situated at the junction of the Danube and the Inn, passes on a high level through pretty scenery at Eisenstein, on the frontier between Bohemia and Bavaria. Near Eisenstein, the grand Black Lake of 60 acres, 3,810 ft. above sea-level. The Danube between Passau and Linz (steamer in 4 h.) is full of attractions.

Continuing in an e. direction, the Teplitz train to Eger passes antique Komotau (Hotels: Scherber; Reiter), junction for Pilsen (s. above), distant about 4 h., and for Chemnitz in Saxony (p. 474); then stops at Carlsbad (12,000 inh. Hotels: *Anger; Stadt Hannover (with dépendance); *Schild; Kroh; de Russie; Pupp (with café-salon [music]: National; Donau; Erzherzog Karl; Morgenstern; Bair. Hof and Post; Continental; Weber; 3 Fasen). — Restaurants: Kurhaus; Stadtpark; Sanssouci; Hopfenstock. Also at the hotels. — Cafés: Elephant; Theater-C.; Imperial; Sanssouci; Posthof; Schweizerhof; Schönbrunn (the 4 last-named in the beautiful promenades around C.). — Visitors’ Tax (4—10 G., according to class) and Music Tax (2—17 G. per family, according to class and number of p.). The proceeds are used for embellishments, and to provide good music (Kurkapelle) at various places and hours. — There are also many other Concerts at the Salle de Saxe, etc. — Theatres: Stadt-T.; Sommer-T. — Reading-room in the Kurhaus; adm. 15 Kr.; w. tickets, 70 Kr.; monthly t., 2 G. — Cabs: 1/4 h., 50; 1/2 h., 80; 1 h., 120 Kr.; to and from the station, 120; w. 2 horses, 2 G. Higher fares after dark. Bargain about drives outside the town. — Omnibus (station to town), 40 Kr. — Engl. Ch. serv.). Carlsbad, supposed to have been discovered in the 14th c. by the emperor Charles IV (hence the name), was known as a watering-place at least 100 years before. At any rate, it is famous now, and at least 25,000 annual visitors go to the Bad regularly. For that reason, it is a painful place, not attractive to the healthy,
and their soul consolation consists in the fact that the vast majority of the bodily afflicted they see there either recover completely, or start again homeward much benefited by the Kur. The waters at C., furnished by some 18 springs, are mostly as hot as they make them. In fact, they find no rivals for heat, except in the Iceland geysers. The chief supply comes from the Sprudel (162° F.). The annual export exceeds 3,000,000 bottles and 100,000 lbs. of “Carlsbad salts”. C. stands upon a ever-seething cauldron. But for many safety-valves, that have to be cleansed 4 times a year, the subterranean boiler would certainly explode, and the whole place would “burst up” too. Beautiful, covered promenades, where the liver-sick and other ailers may be seen “at work” in an unearthly period of the morning, to the tune of “Carlsbad, Carlsbad, be thou my good!”, cover the most turbulent springs. Such are the Mühlbrunnen-Colonnade and the Sprudel-Colonnade, but at other hours the loungers may be found in the Stadtspark (with restaurant); around the Kurhaus: on the borders of the Tepl, at times a miserable rivulet, shut in, like the houses of C. themselves, by the heights around, and spanned by many bridges. The best shops, filled with the wares of the industrious citizens (glass, earthenware, that quaint delicacy, Oblaten, etc.), are found in the Marktplatz and on the Alte Wiese, the favourite promenade of C., opposite the Neue Wiese. The small square, which has been named after Goethe, who came to C. regularly, and there wrote some of his greatest works — a singular proof that even “watered” genius may commit masterpieces — and Pupp’s establishment mark the end of C., which is rapidly extending near the railway, where the Tepl flows into the Eger. — There are, of course, endless promenades and excursions to be made at C., the principal ones being the Hirschen sprung (1,635 ft.), the Dreikreuzberg, Ottoshöhe (1,965 ft.), the Aberg (1,995 ft.), with view-tower; the rocks of Hans Heiling, the oaks of Dallwitz, etc.

C. lies about 4 h. by rail from Prague or Aussig, 7 h. from Dresden, and a little over 1 h. from Eger, in Bohemian Cheb (13,500 inh. Hotels: Sonne; *Zwei Erzherzoge; *Kaiser Wilhelm [Welzel]), the old Bohemian frontier-town, with the *Castle (on a rocky height), where Wallenstein’s officers were massacred in 1634, whilst he himself fell a victim to Deveroux’s halbert in the Burgomaster’s House, now a Wallenstein museum (adm. 30 Kr.). On the way to Eger we pass Tirschnitz, where a short branch line leads in 10 min. to Franzensbad (2,400 inh. Hotels: *Hübler; Post: British; *Park-H.; *Grand; Holzer; Erzh. Gisela; K. von Oesterreich; Königsvilla. — Restaurants at all the hotels. — Theatre. — Music in plenty. — Engl. Ch. serv.), a renowned watering-place, in a beautiful site (1,570 ft.) amidst forests, through which a picturesque road, 26 m. long, leads to Carlsbad. F. was created by Franz I, whose statue, by Schwanthaler, stands in the park. There are ten springs (Egerbrunnen), containing sulphur and carb. of soda, three bath-houses, with gas, mud, and other baths, a Kursaal, and the usual “distractions”.

Marienbad (1,000 inh. Hotels: *Klinger [with several depen-
dances]; *Stadt Hamburg; New-York; Imperial; Weimar; Neptun; Casino; d'Angleterre, etc. — Restaurants: at the hotels; at the *Kursaal [with café], etc. — Cafés: Miramonte; Victoria; Bellevue; Panorama [on the Kaiserhöhe], and many more in the environs. — Cabs: from the station, 1½ m. distant, with 1 h., 1; w. 2 h., 1.80 G.; ½ h., 40 or 60; 1 h., 80 or 100 Kr. Higher fares in the afternoon. — Visitors' Tax: 3.15 to 10 G.; Music Tax, 2 G. and upwards, according to class. — Music, passim and at all hours. — Engl. Ch. service, Christ church; Presbyterian) is another famous watering-place of Bohemia (15,000 visitors p. a.), in an attractive site (2,093 ft.) among pine-clad hills, on the line of the Kaiser-Franz-Josefs-bahn between Eger and Vienna (283 m. in 13½ h., by express), via Pilsen (p. 483). It is a modern creation, having springs with component elements similar to those at Carlsbad, but cold. They belong to the abbey of Tepl. The principal ones are the Ferdinan d's-brunnen, the Kreuzbrunnen, and the Waldquelle. There are bath-houses, as at Carlsbad and Franzensbad; a fine Kursaal, covered promenades, and a Theatre. Nearly all the buildings surround a garden which was formerly a meadow. Many charming walks. Interesting excursion to the Tepl abbey (7 m.; carr., 4 or 7 G.).

On the other side (n.) of Eger, a railway runs to Franzensbad direct and to Plauen in Saxony (distant 4 h.), the industrious capital of Voigtländ (47,000 inh. Hotels: Deil; Müller), past Elster (Hotels: de Saxe, with a Kursaal; Wettiner Hof), a small but well-known Kurort, having saline and alkaline springs, a whey-cure, etc., among pleasant surroundings. Eger is an important junction. Thence, it is about 2 h. by rail to Bayreuth (34,000 inh. Hotels: *Sonne; *Anker; Reichsadler. — Restaurants: Angermann; Friedel; Meyer. — Café: Samet, w. garden. — Cabs: per drive or ¼ h., one-h. carr., for 1-2 p., 40 Pf.; 3-4 p., 60 Pf.; two-h. carr., 50 or 75 Pf. Bargain about the usual excursions to the castles of Eremitage and Phanta sie, etc. — Post-Office, (station), the quiet capital of Upper Franconia, which only ceases to be somnolent when Wagner is to the fore, and the noisy Wagnerites muster strong, not merely in the Wagner Theatre, built on a distant hill without boxes and with 12 entrances, which the famous maestro inaugurated in 1876 with the "Nibelungenring", but fill all available room in the hotels and carriages, driving up all prices to a Wagner pitch. Yet his theatre is now the one great attraction in a town so dull that one cannot conceive how it came that spiritful minds like Jean Paul Richter, whose bronze statue by Schwanthaler adorns the Schlossplatz near his house in the Friedrichstrasse; Liszt, and Richard Wagner, who both lie buried here, could ever manage to live in it. You should, of course, visit the theatre in any case, even if nothing be "on" there. The wonderful revolving scenery is a feature. Wagnerites also visit Wagner's house, where his widow now lives, Liszt's late residence, and their tombs. There is not much to see in either the Altes or the Neues Schloss, but the surroundings of B., which owes its small rise and scant remaining embellishments to the margravine Wilhelmine, sister of Friedrich the Great, at a time when it
was in the possession of the Brandenburg—Kulmbachs (1603—1769), are charming. It is the usual starting-point for a tour into the *Fichtelgebirge, a mountainous district to which Franconian Switzerland may be said to belong. To visit the former, a day is sufficient, if a two-horse carriage (40—50 M.) be used. To Berneck (Hotels: *Hirsch; *Löwe; Post.—Visitors' Tax, after 4 days, 5 M.), a popular summer-resort with Kurhaus, a dilligence runs daily in 2 h.; another from B., in 13/4 h., to Bischofsgrün (Hotels: *Schmidt; Puthler). Walk hence in 6 h. to Weissenstadt, over the Ochsenkopf (3,363 ft.), the *Schneeberg (3,454 ft.), with a glorious panorama from the hut of the German Alpenklub, and by the *rocks of Rudolfstein. It takes 1 h. from Weissenstadt to the Großer Waldstein (2,886 ft.); 11/2 h. by carriage to Wunsiedel (3,800 in., Hotels: *Kronprinz; Einhorn), the pleasant birth-place of "Jean Paul", and about 11/2 h. more to Alexandersbad (Hotel: Weber), a much frequented watering-place, with chalybeate springs and large "hydro". A. lies beautifully, and charming excursions abound. Ascend the Luisenburg (1,962 ft.), an extraordinary mountain, the Burgstein (2,858 ft.), the Haberstein (2,785 ft.), and the *Kösseine (3,084 ft.), perhaps the finest view-point in the Fichtelgebirge.

At a short distance from Bayreuth, as the crow flies, but reached by express in only about 3 h., lies Bamberg (35,000 in. Hotels: *B. Hof; *Drei Kronen; Erlanger Hof; D. Haus. — Restaurants: Theater-R.; Rathskeller; Fischer; Tumposi, etc. — Cabs: 1/4 h., 50 Pf. or 1 M.; 1/2 h., 1 or 2 M.; 1 h., 2 or 3 M. — Post-Office, Schillerplatz). This venerable episcopal city has an attractive situation on the hills of Franconia and along both banks of the Regnitz, crossed by 2 bridges, near its junction with the Main, which is here connected with the Danube by the Ludwigskanal. Its chief attraction is the magnificent Roman *Dom, crowning an eminence. The emp. Heinrich II commenced it in 1004, but it was rebuilt in 1190, and entirely restored in 1828—37. See his *tomb in the nave, with that of his consort Kunigunde; the fine monument of pope Clement II, who was a bishop of B.; the bronze *monuments by P. Vischer; the beautifully carved choir-stalls, and many interesting relics in the Treasury. The ancient bishops' palace is now the Alte Residenz, and the Neue Residenz, where Napoleon declared war against Prussia in 1806, was their more recent abode. Visit also St. Martin's Church, with an important *library (Alcuin's Bible); the Michaelsberg, covered by the buildings of an extensive convent, which has an interesting museum and a splendid outlook; the Rathaus, standing on an island in the Regnitz; the Gothic Pfarrkirche (1327—87), with a delicious doorway, and the ruins of the Altenburg, where many important events have happened. Here, too, the panorama is fine from the round tower. — Pleasant walks are the Luisenhain and the Theresienhain, two public parks on the banks of the Regnitz.

Bamberg is separated from Bayreuth by Franconian Swit-
erland, a mountainous region, principally known by the great number of stalactite caverns found there, some containing remains of antediluvian animals. The best points, all within easy reach, are Streitberg (Hotels: *Löwe; Post; Adler), a frequented summer-resort with a large Kuranstalt; Muggendorf, 21\(\frac{1}{2}\) m. further, likewise a pretty watering-place (Hotels: *Kurhaus; Stern); Beringersmühle (Hotels: *Post; *Hartmann), a third one, etc. Ascend the Riesenburg, a wondrous heap of dolomite rocks, guarded by a toll-keeper.

Bamberg lies on the direct express route of the Bavarian State Railways from (Berlin, Leipsic) Hof to Munich, via Nuremberg (Route 45).

The remaining stations on the main route to Prague, which we left on p. 482, are (66 m.) Lobositz, with Prince Schwarzenberg's chateau; (71 m.) fortified Theresienstadt (fine view of the Mittelgebirge from the station); (77\(\frac{1}{2}\) m.) Raudnitz (Hotels: Krone; Löwe), on the Elbe, where the historically interesting Lobkowitz castle (Rienzi's prison in 1350) stands; and (102 m.) Kralup, an important junction and manufacturing town. Shortly before Prague is reached, through romantic scenery, the Moldau and the Karolinenthal are crossed on a long *viaduct (87 arches; 1,450 yards long), which cost 3\(\frac{1}{2}\) mill. G. On the left, the Ziskaberg, where Ziska led the Hussites in 1420.

121 m. Prague, in Boh. Praha, in Italian Praja, in German Prag (314,000 inhabitants, mostly Bohemians and Jews). The venerable capital of Bohemia lies picturesquely among hills, one of which is crowned by Hradschin, the Castle, and on both banks of the Moldau, spanned by 3 suspension and two stone bridges. Several islands in the swift stream, which many a time has wrought havoc, notably in 1890, when part of the famous Karlsbrücke was swept away. P., nine m. in circumference, is divided into 7 districts. Altstadt and Neustadt are on the r., Hradschin on the l. bank. The origin of P. is traced to Libussa, first duchess of Bohemia, but, in any case, it is very old. In the 14th c. it attained a high degree of prosperity, before it became the centre of notorious strife and the victim of repeated sieges, up to 1747. The aspect of the many-towered city from a height is very striking.

Hotels: *de Saxe, a well-conducted, high-class house, highly recommended; *Grand; Stern; *Erzh. Stephan;
d'Angleterre; Schw. Ross; G. Engel; Kaiser v. Oesterreich; Royal; Victoria; Monopol; Sebek; Stadt Wien. — Restaurants: D. Casino; Urban; Geissler; Dreher; Mayer; Carmasini (garden). Also at the hotels and stations. — Wines at Binder's; Gürler's; Haupt's; Austria-Keller; Bodega. — Cafés: *Continental; Central; Français; Royal; Impérial; Adler. Tea is already taken à la Russe, with rum, in a glass. — Beer at many establishments. — Casinos: German (with garden, concerts, restaurant), by introduction; D. Verein Austria; Bürgerressource (Boh.). — Music at the *Baumgarten, a popular park with café; Belvedere; Dreher's; Sofieninsel (garden, with rest.); Schützeninsel; Hasenburg, reached by cable-tramway (large garden, with rest.; fine view from tower, 180 ft. high). — Theatres: Deutsches T.; Neu-Deutsches T.; Böhmisches T.; Sommer-T.; Böhm. Sommer-T.; Variétés.

Railway Stations: Staatsbahnhof (for Vienna, by Brünn; Dresden, Carlsbad, etc.); Westbahnhof (for Pilsen, Dux, etc.); Franz-Josefsbahnhof (for Vienna, via Gmünd), connected by a loop-line with the 2 former; Nordwestbahnhof (for Breslau, and Vienna, by Znaim; Buschtriehrader Bahnhof (for Komotau, etc.). — Cabs: one-h. carr. (3 p.), per drive within the town limits, \( \frac{1}{4} \) h., 40; \( \frac{1}{2} \) h., 60; 1 h., 100 Kr.; two-h. carr., \( \frac{1}{4} \) h., 60 Kr.; \( \frac{1}{2} \) h., 100; 1 h., 150 Kr.; to and from the stations, 70 or 120 Kr. Higher fares to Hradchín, and after 10 p. m. Return fares have to be paid: \( \frac{1}{2} \) h., one-h. carr., 20; two-h. carr., 50 Kr. — Omnibus (stations to town), 15 Kr. — Tramways to Smichow, Karolinenthal, Kleinseite, Baumgarten. — Post-Office, Heinrichsgasse. — American Consul. — Scotch Kirk.

Principal Attractions. Prague may be seen comfortably (driving) in one day, leisurely (walking) in 2 days. From the Staatsbahn, proceed to the Grosser Ring, past the picturesque Pulverthurm, a gate-tower of the 15th c. (rest. 1883). Here are the old Hussite *Teynkirche, where Johann Nepomuk and Huss preached, it is said, and where Brahe's tomb and the Wallenstein burial-vault are; the Rathhaus, with a quaint
clock in the old tower, and Brozik's large *Huss picture; the Colle
gium Clementinum of the Jesuits, in which there is a library, rich
in Boh. literature (175,000 v.); and the Mariensäule, erected by
Ferdinand III in 1650 to commemorate the liberation of P. from
the Swedes. — Now advance towards the river and the
curious 16-arched Karlsbrücke, whose buttresses
(partly destroyed by the floods in 1890) have numerous
groups and statues of saints, whilst the bronze statue of
St. Johann Nepomuk, the patron-saint of Bohemia, stands
in the middle of the bridge, which dates from the 14th c.
According to the story, Nepomuk was flung into the
Moldau by order of the emp. Wenzel for his refusal to
betray a trust. He was duly canonised in 1728, and
thousands of pilgrims flock to the bridge every year, to
worship at the statue, particularly on his day, the 16th
of May. Near the bridge, the ancient Altstadt-
thurm, with its historical souvenirs, and Hähnel's
bronze statue of Karl IV, the founder of the University
(1348), which now has nearly 4,000 students, mostly
Czechs. — Before crossing the Moldau, visit the Josephstadt,
which will be on your r. It is one of the strangest quarters
in the city, the weird ghetto of the Jews, an extraordinary
and densely peopled maze of narrow alleys and grimy houses.
The Jewish settlement at P. is probably the oldest in
Europe. The inhabitants have stuck to their mediæval
costumes and habits through untold ages, and form a
kind of imperium in imperio, with special magistrates, a
town-hall of their own, etc. Their most ancient synagogue
is the *Altneuschule, a small but very curious
building, near which lies the Old Burial Ground
(small fee), filled with thousands of uncommon looking graves,
some dating back to the 7th c. — Nearer the Moldau, stands
the Rudolfinum, a Renaissance building of vast dimen-
sions, containing the Conservatoire, concert-rooms, etc.,
also a picture-gallery, with some good paintings. — Now
walk over the Karlsbrücke, or the chain-bridge, if you
prefer it, to Kleinseite, the Ring of which has E. and
J. Max's *Radetzky Monument (1858). Here
ascend to the Capitol of P., the Hrad schin, visiting
the *Burg, which occupies the e. side of the square,
and the Metropolitan Church of St. Vitus, or Dom, connected with the palace by a gallery, near which, Clussenberg's equestrian fountain groupe in bronze, representing St. George. The *Burg* (small fee), commenced by Karl IV, was completed by Maria Theresa. It has the fine, Gothic Huldigungssaal, which was used for tournaments; the German, Spanish, and other halls. At the Burg, the Thirty Years' War was virtually commenced by count Thurn ordering the imperial commissioners Slawata and Martinitz to be thrown out of the window of the council-chamber (1618). The spot where they fell is marked by obelisks. The *Cathedral*, begun in 1344, was never finished beyond the choir and one lofty tower (*view*), but is being gradually completed. It is full of interesting monuments. Observe the *Mausoleum* in white marble, erected in 1589 for Rudolf II by Colin of Malines, to himself and other princes that lie buried underneath; the rich Chapel of St. Wenzel, the patron-saint of Bohemia, with its bejewelled and frescoed walls, its statue of him by Vischer (1532), etc.; the Martinitz Chapel (adjoining); the Chapel of St. Johann Nepomuk, sheltering his shrine in solid silver of 37 cwt.; the Trinity Chapel, containing the marvellous candelabrum, the foot of which is supposed to have been in Solomon's temple; the Chapel of St. Anna; the well-endowed Schatzkammer, where the Bohemian regalia are kept, etc. — Behind the Dom, the Roman St. Georgskirche (12th c.), with the ancient monument of St. Ludmilla. *View from the balcony.* — Further away, but still within the gates, is the wealthy "White Canons" Monastery of Strahow, a vast and arcaded building, founded by duke Wladislaw II, and completed by Italian architects in the 17th c. The famous Pappenheim lies buried in this monastery, which contains a rich library (70,000 v.; 1,000 MSS.), and a small picture-gallery, with *Dürer's "Virgin"* (1506). Glorious panorama from the upper floor, also from the balcony of the *Belvedere*, an Italian villa in Renaissance (1534), built for the empress Anna by the emperor Ferdinand I. It has notable frescoes in the great hall, and is reached through the charming Burg-
garten. The *Belvedere-Anlagen, along the riverside, lie beyond and lead to the Franz-Josef-
brücke. — Return by the Kaiser-Franzbrücke, a fine suspension bridge of 500 yards, laid over an island in the Moldau, to the Franzensquai, where Kranner's large monument to Franz I stands; through the lively Ferdinandstrasse, past the handsome Bohemian Theatre, to the Graben, a broad street with magnificent shops that marks the old boundary-line between the Altstadt and the Neustadt. At the end nearest the Staatsbahnhof is the *Bohemian Museum (open free Tues. and Frid.), containing interesting collections, left by count Sternberg, and a valuable library. The tree-planted Wenzelsplatz is likewise a beautiful boulevard, leading to the new National Museum, which was not yet ready when I visited P. last. Near it, the new German Theatre and the charming Stadtspark. — The Karlsplatz is an attractive square, close to the new Palacky Bridge. This bridge takes one to Smichow, the s.w. suburb of P., with the Botanical Garden and the Kinsky Villa, from whose lovely grounds, open on 3 days in each week, one enjoys beautiful views of the whole district.

**Forty-third Route.**

**FROM BERLIN TO ST. PETERSBURG.**

From Berlin to Eydtkuhnen, by the Prussian State Railways (Section Bromberg). From Eydtkuhnen to St. Petersburg, by the Grand Russian Railway Company (State Railway).

Total distance: 982 1/4 m. in about 32 h., by the quick trains.

Two express trains start daily in both directions. Although the sleeping accommodation on the Grand Russian Railway be very good, that on the Prussian State Railway is better still. Besides, the latter provides it for second-class travellers as well, at a sensible reduction in price as compared with the first class. It would be advisable, therefore, to start from Berlin (Schlesischer Bahnhof) by the night mail, the more so, because there is little to see on the road until you reach the Russian frontier. But the drawback then remains that you have to pass two nights in the train, unless, indeed, you prefer to break the journey at Königsberg, which you should certainly do, if you are not limited to time.
The **Courierzug** does not stop at **Werbig**, junction for **Frankfort-on-the-Oder** (1), but halts at (51 m.) **Custrin**, a strong fortress on the line between Stettin (p. 467) and Breslau (p. 475). At (116 m.) **Kreuz**, the junction is reached for **Posen** (70,000 inh. **Hotels**: de **Drese**; de **France**; de **l'Europe**. — **Tramway**. — **Cars**: 50-56 Pf., according to persons carried. — **Theatres**: **Stadt-theater**; **Victoria**; Polish. — "**Zoo**." — **Music at Schilling's**: **Feldschloss-Garten**; **Viennapark**; **Eichwald**), an important fortress and trade centre, but uninteresting to tourists. It lies 2 h. by rail from Kreuz.

(153 m.) **Schneidemühl**, junction for **Bromberg** (36,000 inh. **Hotels**: **Lengning**; **Moritz**), a commercial town on the great canal which unites the Vistula and the Oder, and for the old Polish fortress of **Thorn** (24,000 inh. **Hotels**: **Adler**; **Drei Kronen**; **Victoria**), birthplace of Copernicus, whose statue (by Tieck) adorns the Marktplatz. Bromberg, with a direct railway to Dantzic (in about 4 h.) and to Warsaw (p. 511), reached hence in about 8 h., lies 11½ h. (by express) from Schneidemühl junction, and Thorn 1 h. further east.

Nothing further to note before (264½ m.) **Dirschau**, where an enormous railway bridge, completed in 1857 and 1½ m. long, spans the Vistula.

A short branch line here leads in about 40 min. to **Dantzig**, in Polish **Gdansk** (121,000 inh. **Hotels**: du Nord; Engl. House (once the hall of the English cloth-guild): Wallher; de Berlin; Drei Mohren; St. Petersburg. — **Restaurants**: Rathskeller; Denzer; Leutholz. — **Theatres**: **Stadt-T.; Wilhelms-T.** — **Concerts** at the **Schützenhaus**; **Steam**. — **Cabs**: in town, 20 min., 50 to 100 Pf. according to p. carried; 1½ h., 75 to 125 Pf.; to and from the Station, 75 to 125 Pf. — **Tramways** through the town and to the suburbs. — **Steamers** on the Vistula and to Baltic ports. — **Post-Office**, **Postgasse**. — **British Consul and V.C.** — **English Ch. serv.**, D., birth-place of Schopenhauer, lies on the Vistula, where it is joined by the Mottlau, some 3 m. from the Baltic, which here forms the Gulf of D., a shallow inlet, 65 m. wide. Its **avant-port** is Neufahrwasser, where the larger ocean vessels remain. Developed by the Teutonic Knights in the beginning of the 14th c., it joined the Hansa in 1360, soon rose to a prosperous and powerful commonwealth, and finally freed itself from the grasp of the said Knights, becoming independent under the protection of Poland. This somewhat anomalous position was maintained until 1793, when the partition of Poland gave D. to Prussia. Although no longer what it was, D. is still an emporium of the first magnitude. In its grain trade it stands unrivalled in Europe, and its timber yards are immense. D. is, moreover, highly interesting to travellers, for, despite its many vicissitudes, it has been able to maintain in a large measure its antique architectural features. The many gabled houses, some 7 stories high, and their **Beischiage** (raised, open-air landings, presumably for family meetings), that resemble the Italian loggias, cannot fail to attract. The latter, however, tend to fall a prey to the modern innovator, who wants more room for traffic. The most curious streets are the **Langgasse**, the **Frauen gasse**.

(1) This well-built, ancient, and prosperous town (66,000 inh. **Hotels**: D. Haus; Adler; Prinz v. Preussen. — **Restaurants**: Zürich; Reimann) lies on the direct line to Breslau (p. 475), and may be reached from Berlin in about 2 h. by express. It offers little to the tourist, beyond the fine **Rathhaus** (17th c.; restored). There are, also, war monuments and a memento to v. Kleist, who died here in 1759, after the battle of Kunersdorf, in which Friedrich the Great beat the Russians and Austrians.
and the Langemark. In the last-named, the continuation of the Langgasse, stand the quaint Neptune fountain, cast in Holland (17th c.), and the fine *Rathhauses (14th c., rest. in the interior), with famous chimes in the elegant tower. The interior (50 Pf.) is well worth visiting; particularly the Sommers-Rathstube, the Winter-Rathstube (both with *mural paintings and many ornaments), the Arbeitzimmer of the mayors, etc. — At the fountain, a flight of steps leads to the Artshof or exchange, established in the 15th c. on the site of an older building. Fine hall, decorated with numerous pictures and statuary. — Another decided attraction is the beautiful Church of St. Mary (adm., 50 Pf.), commenced in 1343 and completed in the 16th c. It has a tower, 245 ft. high (*view), ornamented with ten delicately worked turrets. The interior, with its 28 pillars, is strikingly graceful in its vaulting. There are many ornaments (brass candelabra, Dutch font, a magnificent crucifix, carved in wood, etc.), a splendid, Gothic *high-altar (16th c.), by Michael of Augsburg, and a grand altar-piece ("The last Judgment"), presumably by Memling, a glorious work of early art. See, also, the rich Treasury.

— The Town Museum, in the restored, old Gothic Franciscan Monastery (15th—16th c.), contains many local antiquities and a notable collection of pictures. — Walk along the ramparts and ascend the Bischofshöhe (inn) for the panorama. Take steamer for Neufahrwasser (see p.492), facing Weichselmünde, a fortified village and small watering-place.

Beyond Dirschau, the express halts at (2753/4 m.) Marienburg
10,000 in. Hotels: Marienburg; K. von Preussen; Leipzig), the old seat of the powerful Teutonic Knights, who at one time (14th c.) reigned supreme over a large portion of what is now Prussia, but finally succumbed in their struggle for supremacy with Poland. They have founded the Marienburg (13th c.), a complex of manorial buildings that constitute the finest non-ecclesiastical edifice of Germany. See the (Gothic) *Marienkirche in the Hochschloss, nearest to the town, and the magnificent apartments of the Order in the *Mittelschloss, especially the *Great Hall and the Convent Remter. This vast castle was vainly besieged by the Poles in 1411. There is a direct line from Marienburg to Warsaw in 11½ h. also to Thorn (p. 492) in 8½ h.

The next stoppage is at (293½ m.) Elbing (38,000 in. Hotels: de Berlin; Königl. Hof), a commercial town, where extensive shipbuilding is carried on. Near it, the interesting Cadiener monastery. Famous Copernicus died at Frauenburg (1543), with a fine Dom, reached by diligence from (327½ m.) Braunsberg, one of the following stations. We next arrive at

(365½ m.) Königsberg (162,000 in. Hotels: de Prasse; D. Haus; Central; Königl. Hof; du Nord; de Russie.—Restaurants: Centralhalle; *Gerstenmeyer; Bellevue (with garden); Börsen-R. Also at the hotels. — Café: *Bauer. — Tramways and Steamer to different points around. Boats on the Schlossteich (s. p. 494), 50 Pf. per h. — Cabs: per drive, 1-4 p., 60 to 100 Pf.) — PostOffice, near the Schloss. — British Vice-C.; American Consul), the second capital of Prussia and an important fortress, on the Pregel, near the Frische Haff. Originally a stronghold of the Teutonic Knights, named after their ally, king Ottocar of Bohemia (1255), and, afterwards, the seat of the dukes of Prussia, it became the coronation-town of the kings of Prussia, since the elector Friedrich III
had shown them the way in 1701. A century later, K. was the focus of all German national aspirations, after the disasters inflicted by Napoleon. The illustrious Kant was a native. The trade and shipping of K. are growing, but the larger vessels have to unload at strongly fortified Pillau (3,500 inh.), near the mouth of the Haff.

Principal Attractions. Palace, once the seat of the Teutonic Knights, with the Schlosskirche, where the coronations have taken place; the former torture-chamber; the Muscovite Hall; the royal apartments, containing souvenirs of queen Louise, etc.; and a lofty, Gothic tower (*view). Near the Palace are Jacobi’s and Schlüter’s statue of Friedrich I (1801); Kiss’s statue of Fr. Wilhelm III (1851); *Ranck’s Kant monument (1864), and the philosopher’s simple house in the Prinzessenstrasse. — His grave is in the Stoa Kantiana, adjoining the Gothic Dom, which stands upon an island in the Pregel. Begun in 1333, it was only finished in the 16th c. Fine choir, many monuments and tombs of princes and grand masters of the Teutonic Knights. — To the Schloss belongs the extensive *Schlossteich, surrounded by handsome houses and gardens. Striking survey from the foot-bridge across it; ferry, 15 Pf. — On one side of the Schlossteich lie the Königsgarten and the Paradeplatz; on the other, near the imposing Königstrasse, the Malerakademie, which contains the *Stadt-museum, mainly a collection of several hundred good modern pictures (adm., 1 M. in most cases). — The new University, completed by Stüler in 1862, has a beautiful aula (*frescoes) and a fine staircase. — Visit the Botanical Garden, the Volks-garten, in which there is a war monument, and the pretty Hufen-promenade, outside the Steindammer Gate. Here are the popular Flora and the “Zoo”.

We now rapidly advance towards the Russian frontier. At (422 m.) Insterburg (21,000 inh. Hotels: *Kronprinz v. Preussen; D. Haus; Rhein. Hof), a small industrial place, we find the junction for a branch line running n. to Tilsit (25,000 inh. Hotels: de Russie; Kaiserhof), where Napoleon dictated the famous and infamous treaty of 1807 on a raft in the Memel, whose broad valley the railway crosses by three enormous bridges to Memel (19,000 inh. Hotels: Victoria; British. — British V.-C.; Amer. Agent. — English Church), the northernmost seaport of Prussia, at the entrance of the Kurische Haff. Extensive timber-trade with Russia.

(460½ m.) Eydtkühnen is the Prussian frontier-town, with the German custom-house, whilst the Russian douane and passport formalities are gone through at Wirballen (2 m. further), where trains halt for that purpose about one hour, as a rule.

We have now entered

RUSSIA.

"Russland"; Schnitzler, "Les Institutions de la Russie"; Wallace, "Russia", 2 v.; Morfill, "Russia" in "The Story of the Nations"; Stepiak, "Russia under the Tzars" and "Underground Russia"; Mitchell, "Russian Pictures"; Tikhomirov, "Russia").

An empire, comprising one-sixth of the territorial surface of the globe, stretching over a large portion of its n. regions, and approaching very nearly in extent to the dominion under British rule. In addition to Russia in Europe (exclusive of the Caucasus), situate between lat. 44° 28'—76° 33' n. and 17° 40'—64° 30' e. long, and embracing more than half of that continent, it comprehends one-third of Asia, and until lately included a large section of North America.

The empire comprises:

<table>
<thead>
<tr>
<th>European Russia:</th>
<th>English sq. m.</th>
<th>Pop. in 1885.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Russia Proper (50 govs.)</td>
<td>1,887,610</td>
<td>81,725,185</td>
</tr>
<tr>
<td>Poland</td>
<td>49,158</td>
<td>7,960,304</td>
</tr>
<tr>
<td>Finland</td>
<td>144,254</td>
<td>2,176,421</td>
</tr>
<tr>
<td>Asiatic Russia:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caucasus</td>
<td>180,504</td>
<td>7,284,527</td>
</tr>
<tr>
<td>Central Asia</td>
<td>1,371,200</td>
<td>5,327,098</td>
</tr>
<tr>
<td>Siberia</td>
<td>4,824,563</td>
<td>4,313,680</td>
</tr>
<tr>
<td></td>
<td>8,457,289</td>
<td>108,787,215</td>
</tr>
</tbody>
</table>

In the European parts of Russia alone the population increases annually at the rate of over a million. The largest towns are St. Petersburg, Moscov, Warsaw, and Odessa. The various nationalities were represented in 1882 as follows: Russians, 69,770,000; Poles, 6,010,000; Lithuanians, 2,910,000; Germans, 1,120,000; Swedes, 270,000; Tajiks (Persians), etc., 1,125,000; Armenians, 800,000; Jews, 2,954,000; Caucasians, 2,850,000; Finns, 2,000,000; Turks and Tartars, 7,700,000; Mongols, 530,000; various, 584,000. The established religion of the Empire is the Russo-Greek church, officially called the Orthodox Catholic Faith. There are Greek-Catholics (including Dissenters), 72,990,000; R.Catholics, 8,910,000; Protestants, 4,766,000; Jews, 2,954,000, but competent authority gives the number of the latter as nearer four millions; Mohammedans, 11,814,000; and Pagans, 450,000. European Russia is an immense plain, without a single mountain. The principal rivers are the Volga, Oural, Dnieper, Dniester, Don, Dvina, Duna, and Neva. The Volga is the largest river in Europe, and is navigable almost to its sources. In Siberia the Ob, Yenisei, Lena, and Amour are each larger than the Volga, with many important tributaries. The surface along the borders is mountainous, rising in many places above the limit of perpetual snow. A great portion of Russian territory is totally unfit for cultivation; in the N. the barren tundras are almost constantly frozen, producing only moss. In the S., round the head of the Caspian Sea, is an immense sandy desert steppe; whilst all the interior provinces, and nearly the whole of Siberia are clothed with forests. The country between the Baltic and Black Seas, however, is eminently fertile, producing abundance of grain. The chief cereals raised are wheat, barley, oats, buckwheat, millet, and especially rye, the staple food of the inhabitants. Hemp and flax are extensively
cultivated, and, of late years, potatoes and tobacco. The forests of European Russia are extensive, occupying an area of 460,000,000 acres. The fir, pine, birch, oak, lime, maple, and ash trees predominate. The Ural mountains (forming the boundary between Europe and Asia), which contain nearly all the mineral riches of the country, are the principal seat of mining and metallic industry, producing gold, platinum, copper, iron of very superior quality, rock-salt, marble, and kaolin, or china-clay. Silver, gold, and lead are also obtained in large quantities from the mines in the Altai mountains. The naphtha springs on the Caspian are annually increasing in importance, and already flood certain European markets with petroleum. An immense bed of coal, both steam and anthracite, apparently inexhaustible, has been discovered in the basin of the Donetz.

With metallurgical and engineering factories, Russia possesses many extensive manufacturing establishments for weaving, tanning, fur-dressing, etc. Linen is largely manufactured by handlooms, the chief operations consisting in spinning and weaving flax and hemp. Woollen and worsted stuffs, fine cloths, and mixed fabrics are also produced. The chief imports are cotton, tea, and other colonial produce, iron and machinery, wool, wine, fruits and vegetables, oil, etc. The chief exports are grain (56 per cent), raw and dressed flax, linseed, timber, hides and skins, hemp, tallow, wool, spirits, tow, and bristles. The army has been reorganized since the Turkish war. On a peace footing, nearly 800,000 men, with 3,400 guns, are supposed to be under arms; on a war footing, it includes altogether 2,151,000 men, with 3,400 guns. The navy consists of the Baltic and Black Sea fleets, of flotillas on the Aral and Caspian Seas, also in Siberia, comprising 268 armed steamers (32 iron-clads and 139 torpedo-boats), with 1,348 guns. The commercial marine (including Finland), consisted in 1886 of 2,289 vessels, of 653,446 tons. Revenue, 1891 (estimated), £ 92,605,700; expenditure, 1891, £ 104,201,000; debt, bearing interest, Jan. 1888, £ 568,000,000; floating debt, 1888, £ 120,578,644; railway debt, 1888, £ 165,642,086; total debt, 1888, £ 746,220,720; total imports, 1891, £ 35,276,549; total exports, 1891, £ 75,071,527; imports from the U. K., 1891, £ 8,193,132; exports to U. K., 1891, £ 24,110,251.

Railways. In 1891, 18,058 m. were open for traffic in Russia, Poland, and the Caucasus; 12,749 m. belonged to private companies and 5,309 m. to the Government, which has subsidised the greater part of the lines, constructed chiefly for military purposes. This explains, why stations are so often at long distances from the places they are supposed to touch. Trains are few and far between on the inland lines, and do not run at a rate that exceeds 25 or 30 verst (1 v. = 2½ m.) per h., except between Eydtkahlen—St. Petersburg, St. Petersburg—Moscov, and Moscov—Warsaw. Carriages are mostly arranged upon the American or Swiss plan, but only the first-class carriages are really comfortable. The 1st-cl. rate is about 1½ d. a mile. The extra-fare for sleeping accommodation and for personal luggage cannot be called low. I have paid 16 roubles for an ordinary trunk between St. Petersburg and Moscov. Moral: avoid
heavy luggage in Russia, or copy the natives, who travel with enormous bundles, chiefly bedding and house-linen, which they force, somehow or other, on to the racks. This furnishes, at once, the explanation why sheets, blankets, towels, etc. are not forthcoming at many Russian hotels except upon additional payment. Carriages are heated in winter. Double windows and incessant cigarette smoking soon make the atmosphere "peasoupy" like a London "regular", and protests have not much effect, unless formulated in energetic vernacular. Do it! Railway restaurants are, as a rule, very good in Russia, and the prices low. — Posting costs about 1½ to 5 kop. per horse and verst, apart from a fee to the driver. There are different vehicles, the rate driven seldom exceeding 8 m. per h., except in winter, when kibitkas (sledges) glide along at a rapid pace, especially when good oil soothes the itching palms. The postmasters are indifferent, at best, and the stations, mostly 20 to 30 verst apart, rarely anything else, but sometimes very good. — Inland letters, 7 kop.; foreign, 10 kop. Foreign newspapers have to be ordered through a bookseller or local post-office, but there is no difficulty to obtaining them in the larger towns. At Odessa I have seen them vended openly in the streets. — Telegraphs: 80,000 m. open for traffic. Inland telegrams, 15 kop. as Grundtaxe, and 5 kop. a word in Russia in Europe, 1 kop. a word in towns, and 10 kop. for places in Asiatic R. Telegrams to Germany and Austria, 13 kop. a word; to England, 26 kop. a word. Telegraph offices are few and the delay in them, owing to the multitude of customers and the want of officials, is sometimes intolerable.

Custom-House. I have not met with any difficulty when crossing the Russian frontiers, but I know that complaints are frequently made. Books and manuscripts have not, in my case, been interfered with. That they are sometimes confiscated, and often disfigured by the censor, I am aware of. Duty is payable in gold. Several articles, like gunpowder, bedding, brandy, etc. are prohibited, and the traveller who attempts their introduction may land himself in difficulties. On the whole, the less fussy he is, the better. The some rule applies to Passports, which I have not found such terrible instruments as depicted by Russophobes or Muscophagists. Have them in good order, properly visé (see Introduction, p. XXXV), and all trouble will vanish. It is simply a question of fees. In the hotels, the concierge will see to your passport. Remember, that it has to be looked at and stamped, i. e. paid for, in every city you stay in, both in coming and going; and, if you leave the Czar's dominions, his permission has to be stamped on the document — another payment! Letters of Introduction or Recommendation are of much more importance and utility in Russia than elsewhere. In the interior it is next to impossible to get on without them, if you mean to stay for a time, especially should you not know the language, for French, German, and English are of no avail outside the beaten tracks, and have lost much of their power even in St. Petersburg and Moscov. Hence, a guide or an interpreter becomes almost a necessary evil for those that have little time at their disposal. Good valets de place, however, demand and obtain 4 to 5 r. a day.

32
"Russian Style". This farce is still kept going, and the Russian calendar comes 12 days behind the so-called "new" Style, which is getting rather old itself. Another nuisance is the difference in time in many places as applied to railways, some trains starting by St. Petersburg, others by Moscov or Warsaw time. This means a margin of 37 min. as between St. Petersburg and Warsaw, and almost as much between St. Petersburg and Moscov.

Money. Buy your paper roubles (there are notes of 1, 3, 5, 10, 25 and 100 r.) before entering the country; it will be cheaper. Silver r. exist, and imperials in gold, but you never see them, so you need not trouble about them. What you do see, are small silver coins of 5, 10, 15, 20, 25, and (now and again) 50 kop.; also "coppers" of 1/4, 1/2, 1, 2, 3 and 5 kop. Platina money is no longer coined. The value of paper roubles fluctuates with the exchange. The present value is about 2 s., and the comparative (real) value even less. One rouble counts for very little in R. It is like a sixpence or a shilling in London.

Hotels. These are good in the chief towns, less so in out-of-the-way places, and "pretty stiff" anywhere. Bedding and linen have frequently to be paid for separately (see above). Natives not only carry these about with them, but also provisions of their own, especially tea. They order samowars, and then prepare their favourite beverage in their private rooms. Important hotels, therefore, keep a large stock of samowars, and tea-drinking there seems to go on from morning till night. The Russian cuisine, which varies with the seasons, and has many peculiarities, is, upon the whole, very acceptable. Hotels and private houses have their sakuska, a pleasant institution which corresponds with the smörbord in Scandinavia (p. 406). You will, of course, try sjitschi, the national cabbage-soup; ucha, the sterlet soup (sterlet is the fish in Czarland), and drink kwas, a beer-squash of queer flavour. By all means taste Crimean and Caucasian wines. Bessarabian white wine I have found exquisite, and the roseate Crimean champagne, which is drunk a great deal in Russia, vastly superior to not a few vaunted brands, labelled: "concocted at Reims". In many Russian restaurants, (trakteir) there are very large orchestrations. Among the waiters observe the great number of Tartars. Those in large hotels usually speak French, if not English.

WHAT TO SEE IN RUSSIA.

(Full particulars under the headings quoted).


51 m. beyond Eydtkhn, the St. Petersburg express stops at Kovno, an indifferent Polish town of 50,000 inh., which has a number of churches and monasteries. Two tunnels precede (1101/2 m.) Vilna (102,845 inh. Hotels: de l'Europe; Continental; Dagmar. — Restaurant at the station), the former capital of Lithuania, a half Polish,
half Jewish, dirty-looking town, on an undulating plain. Several palaces of Polish noblemen. Interesting Ostra-Brama Church, with a virgin that attracts many Faithful. Fine view from the Kreuzberg, near the villa of the governor-general, surrounded by lovely grounds. V., a very ancient and considerable factor in the history of Poland, owing to the nationalist tendencies of its inhabitants, is the junction for Warsaw, reached hence in 9½ h.

The next important stopping-place is (313½ m.) Düna burg (69,000 inh. Hotels: St. Petersburg; London. — Rooms at the station), a fortress on the Dvina, and an important commercial town and railway centre. Hence it is 18 h. by rail to Smolensk, on the Dnieper, a very ancient place, with a castle and crumbling walls (denoting its strength in olden times), past Vitebsk, capital of a government, on the Dvina, spanned by a fine bridge.

Six h. by rail (127 m.) take one to Riga (175,322 inh. Hotels: *de Rome; Stadt Frankfurt; Bellerus; Alexander; St. Petersburg; Stadt London; de Saxe. — Restaurants: Kröpsch; Johanniskeller. Also at the hotels. — Tramways through the main thoroughfares. — Cabs: 10 kop. for a one-h.; 15 kop. for a two-h. vehicle, per drive within one of the 4 town districts: from one district into another 15 or 20 k. Double fares after 11 p.m. — Steamers to various points in the neighbourhood; also to Stettin, Lübeck, Hull, London, etc. — Post-Office, Karlstrasse; Stadttheater. — British Consul and V.-C.; American C. — English Church; Anglicanische Strasse). Riga, on both banks of the turbulent and broad Dvina, crossed on a floating bridge (2,600 ft. long), or on an imposing railway bridge equally long, lies about 5 m. from the Gulf of Riga. It is, officially, the capital of Livonia, but really the metropolis of the Baltic Provinces; was founded by Germans in the 12th c., and is even now an essentially German city (68,715 Germans, 31,975 Russians, 49,974 Letts). It has railway communication with Dünamünde, its port and fortress, Bolderas (o), and Mühlgraben, all at the mouth of the Dvina, which river, to the new harbour of Riga (costing more than 2,000,000 r.), has been so much improved of late that vessels drawing 18 ft. are now able to anchor off the so-called Am barren (bonded warehouses), a lively quarter of the place. Riga has grown much since 1858, when its old fortifications were removed, and handsome streets cover the whilm ramparts. Splendid boulevards, pretty gardens, and the charming *Wöhrmann Park (often music) separate the inner town from the new quarters. You should see the Ritterhaus of the Livonian Knights (armoury); the Schloss (15th c.), now the governor's residence; the fine Bourse the Town-hall, near which is the *Schwarzhäupterhaus ("Blackheads-House"), the picturesque old hall of a remarkable league of young unmarried merchants (15th c.), whose origin is obscure, but which seems to have had some connection with the Hansa. Its hall contains portraits, arms, plate, etc. Visit also the Gothic Dom (St. Mary), dating from the 13th c.; the new Municipal Museum; the Church of St. Peter (15th c.), with the loftiest tower in Russia, after that at Reval (p. 500); some of the quaint *guild-halls and old houses; finally, the *Kaisergarten, in which trees grow, presumably planted by Czar Peter the Great. From Riga, a railway of 146½ m. (junction at Moscheiki) leads to Libau (30,400 inh. Hotels: *de Rome; Hamburg), a rising seaport and watering-place (many villas and elegant Kurhäuser). The line passes Mitau (33,000 inh. Hotels: *Linde; Zehr. — Restaurants: Schirkenhöffer; Sanssouci [in the Schlossgarten]). — Cabs: 40 k. per h.; 10 k. per drive; 20 k. to the station), the capital of Courland, on the Aa. The former residence of the dukes of Courland is essentially an aristocratic town. Its chief attraction is the Schloss, built for Biron on the spot of the ancient Ordensburg. Louis XVIII passed there a part of his exile. It contains many curios and (in a crypt) the tombs of several of the dukes.
Another railway runs n. of Riga to Dorpat in 12½ h. D. has direct railway communication with St. Petersburg and Reval (51,277 in. Hotels: St. Petersburg; Lowe; Adler), the ancient capital of Estonia, an important naval port, with the St. Olau Church, which has good sculpture in the interior and the highest spire (view) in all Russia; a Schloss, a Ritterhaus and Schwarzhäupterhaus, similar to those at Riga (p. 499). Fine panorama from some of the heights. Dorpat, Derpt, or Dörrp (34,000 in. Hotels: St. Petersburg; Stadt London; Bellevue; de Russie. — Cabs: per drive, 10-15 k.; to the station, 20-32 k.) lies amid heights, on both banks of the Embach, not far from Lake Peipus, a large sheet of water (3,613 sq. kil.) containing 4 islands, connected with the lower-lying sea by the Narova. The Embach flows into it, and thus Riga steamers navigate it to Pskov (see below), the lake of which is linked to the Peipus by a narrow passage, called the Warm Lake, Dorpat, divided into 3 quarters, is principally known from its University, founded by G. Adolphus in 1632 (1,812 students). Of the Gothic Dom, which formerly crowned the Schlossberg with the bishops' palace, but which was burnt down in 1698, only the imposing ruins are left, surrounded by a garden, in grounds that belong to the University, and that contain the famous Observatory.

Between Reval and St. Petersburg (direct railway in 11½ h.) lies Narwa (9,000 in. Hotel: St. Petersburg), near Hungerburg and Mereklöö, two watering-places, reached by steamer. It has the house of Peter the Great, who was defeated here by Charles XII in 1700, but who took possession of the town 4 years later. Good view from the Herrmannsburg. Pleasant excursion to the beautiful falls of the Narowa (see above), which are divided by an island, covered with villas and gardens.

We now arrive at (363 m.) Pskov (21,000 in. Hotel: St. Petersburg), an old town on the Velikaja and Pskova near a lake. It has a history which shows that, at one time, it possessed both wealth and power, as testified by the vast Kremlin, standing on a height, surrounded by thick walls (14th c.). The Cathedral (Trinity Church) contains many sacred relics and icons, rises in the middle thereof. The railway follows the great road, constructed between Vilna and St. Petersburg, through a difficult country of alternating thick forest and bog. We rapidly approach the northern capital, which we almost touch at Gatschina, junction for Reval (see above), a pleasant townlet of 9,000 in. on the trouty White Lake. Near its borders, joined to islands by bridges, rises the capacious Castle of the Emperor, who owns the greater part of the land around. Built in 1770 for Prince Orlov, who received Gatschina from Catharine II, it afterwards reverted to the Crown. The three-storied manor surrounds a vast court, and its 600 rooms contain a theatre, a riding-school, etc., also numerous works of art. G. is a favourite residence of the imperial family. For that reason, visitors are not admitted to either the building or the beautiful grounds that encircle it.

522 3/4 m. St. Petersburg, in Italian San Pietroburgo (1,036,324 inhabitants), the northern metropolis of the Russian empire and the seat of the Imperial Government, lies on the broad Neva, where it flows into the Gulf of Finland, coming from the large lake of Ladoga and forming many branches, consequently islands, upon some of which the city is built. Nothing strikes the traveller more than its extreme, and withal magnificent, artificialness. Its 42 sq. m. cover a vast bog. Even now it stands in an extensive, marshy wilderness, and there is no town of any importance within a radius of 120 m. around. The
government of St. P. has but a population of 33 inh. to a sq. m. The genius of Peter the Great, which transformed a few mud hovels into an assemblage of buildings, that afterwards became a collection of cathedrals and palaces, remained powerless against the forces of nature. The grand Neva, 400 to 700 yards broad, is grand, lined with splendid quays and spanned by four bridges, two of which are formed by boats which have to be removed with rising waters, or when the ice from the lake and upper reaches commences its havoc. The river remains frozen about 150 days in each year. Yet, it creates a magnificent port, access to which from the sea has been facilitated by a ship-canal, 22 ft. deep, to beyond Cronstadt, the avant-port and strong guard of St. P., lying on an island 16 m. to the W. The shipping of St. P. is important and rapidly increasing; 3,000,000 tons enter annually by water. A great impetus has been given to it, in the first place, by the construction of canals, through which the Neva is made to communicate with the Volga. The principal portions of the city, which is divided into 13 districts, with different names, cover the left bank of the river.

Hotels: *de France* (excellent cuisine); Bellevue (same proprietor); *de l'Europe; Grand H.; de Paris; d'Angleterre; Central; Dagmar; de Russie; du Nord; Moskva (Russian); Balabin (Russian). — Restaurants: *Donon; *Cubat; *Pivato; *Leinner; Lejeune; *Dominique; Mildbrett; Siebert: Wild; Maly Jaroslavev (Russian); Palkin (Russian). — Many Clubs (including 2 yacht-clubs), the principal one being the English Club, which is not English. Hence the name. No difficulty to get introduced.

Railway Stations: Baltic, for trains to Reval, Gatschina, etc.; Warsaw, Ismailovsky Prospect, for trains to Eydtkuhnen (Berlin), Warsaw, etc.; Czarskoè-Selo, for trains thither and Paflovsk; Nicolai, for trains to Moscov, Novgorod, etc.; Finnish, for trains to Helsingfors (p. 445), etc. — Tramways in the principal thoroughfares. — Cabs. Complete free-trade, nay anarchy, reigns in the most autocratic of monarchies as regards public conveyances; 25,000 vehicles, and yet no tariff! Every drive has to be bargained for in the vernacular, and a little blood-money is too often demanded, in consequence, where the Russian "cabby" thinks:

Fa, fe, fi, fo, fum,
I smell the cash of Englishman.

But if you are blessed with a valet de place, the matter is soon settled. One moment he is, and you are, surrounded by a crowd of jehus; the next, he suddenly comes to terms with the lowest bidder, and off you drive in triumph at a very cheap fare. The same happy (?) state of affairs obtains at Moscov, but driving is an absolute necessity in St. P., and not so in Moscov, where the distances are far less. The Russian "cabbies" have a peculiar costume, a kind of gown, fastened with a belt, and a round hat. Their chief characteristic is reckless driving. They jolt along at a pace which compels nervous ladies to cling to their male companions in an all-armed manner. And ladies in Russia seem to be generally nervous! Landaus and troikas are much more expensive
VJ E W OF THE NEVA AT ST. PETERSBURG.
going, closed in summer, are imperial theatres, i.e. subsidised by the Government. Others: Small T. (operettas); Pana jeff (Italian opera). Summer Theatres in the Arcadia, Livadia, the "Zoo", the Bavaria, etc. Performances end late; as a rule I have gone home at 3 a.m. — The gayest time in St. P. is, no doubt, in the winter, when ice-carnivals, toboganning, mountainsleighing, etc., are to the fore, with balls and indoor parties as well. But early summer is equally pleasant in the Russian capital, and not so frigid.

British Ambassador and Consul; American Minister and Consul-G. — English Church, on the E. Quay; American Methodist Chapel, near the Post-Office.

Principal Attractions. We are in the Nevsky Prospect (pron. "Nefskee"), the principal thoroughfare of St. Petersburg, which, over a distance of nearly 5,000 yards, runs straight through the heart of the inner city. Many writers have got themselves into a fever of excitement over this street, and have exhausted it all the laudatory terms in their dictionary. I must confess, I cannot join them in their ecstasies. The N. P. is certainly a very fine, broad, and ever-lively street, but I should not like to say I prefer it to either the Ringstrasse in Vienna, the Rue de Rivoli in Paris, or the Corso in Rome. For the houses in many sections are most disappointing, and the very width of the roadway seems to dwarf the buildings even more. But the traffic it carries is certainly as varied as it is stupendous, and the N. P. forms, moreover, a convenient basis of operations for the tourist who wants to "do his St. P." well. We will utilise it as such, starting from the vast and ugly Moscov Railway Station, and moving westward. We soon cross one of the numerous canals that intersect the islands, the Fontanka, on the broad Anitchkov Bridge, adorned with Baron Klotz's 4 bronze groups of horse-tamers. Upon our left we see the great Anitchkov Palace, the former residence of Potemkin. Erected after Rastrelli's designs in 1744, it reverted to the Crown 50 years afterwards, and became subsequently the abode of the Princes Imperial. It is not open to inspection since the present Emperor made it his residence, and it now includes the church of Al. Nevsky, the hero and saint who conquered the Swedes on the Neva (1240), and after whom the street was named. That church contains interesting relics. — Further down, on our left, is the ornamental Alexandra Square, with the monument of the empress Catharine II, and, behind it, the Alexander Theatre, to which a school belongs. Near it, the extremely rich Imperial Library (adm. every Tues. and Sun., but "students" are admitted every day to the reading-room); founded only in the 18th c., it already comprises 1,500,000 v., 40,000 MSS. (among which is Tischendorf's famous "Codex Sinaiticus"), and 90,000 maps, engravings, etc. — Continuing our stroll towards the quay, we come upon the great bazaar, the Gostinny-Dvor, a curious medley of courts and arcaded alleys, crowded with shops. Upon
the same side, occupying a small square with Orlovsky's statues of Koutousov and Barclay de Tolly, stands the famous Cathedral of Kasan, Voronikhin's imitation of St. Peter's at Rome (1801—11), preceded by a Cor. colonnade, and surmounted by a huge dome in bronze, the cross of which reaches a height of nearly 200 ft. The whole fabric rests on piles. Colossal statues adorn the exterior. The cruciform interior, supported by 56 marble columns, is less imposing, but shows more wealth of decoration, than St. Isaac's. Many statues and pictures. Balustrade and pillars in massive silver. Great crowds surround the bejewelled shrine of Our Lady of Kasan, brought to Moscow in 1579, and thence to St. Petersburg in 1721. Peasants and monks come trampling hundreds of miles to worship here. Opposite this cathedral, the St. Peter's Church and the so-called Dutch Church.

At this end of the Nevsky Prospect, rises the huge building of the Admiralty, founded by Peter the Great in 1704, and afterwards surrounded by walls, which were subsequently converted into beautiful gardens. Fine view from the ornamental tower. The building contains a good library and a most interesting maritime museum. In the gardens, near the Neva, are the buildings of the Senate and the Holy Synod. Here stands Falconet's famous, equestrian statue of Peter the Great, erected in 1782 by Catharine II, on a tremendous block of granite from Lachta near St. P. To support the rearing horse, its tail and hind legs have had to be heavily weighted. A little away from the river, on a separate square, rises the magnificent St. Isaac's Church, commenced by Catharine II in the 18th c., and rebuilt in our present c. by Montferrand in the shape of a Greek cross, surmounted by a gilt dome (296 ft. high), visible from afar, and ending in a colossal golden cross. The gilding has cost a fortune, and in the foundations of this church alone £200,000 is sunk. The four fronts are ornamented with 112 pillars of polished Finnish granite, each 60 ft. high and many feet thick. The interior is simple, yet extremely rich in its ornamentation. Gold, silver, bronze, and the most expensive marble are scattered lavishly about. The altar must be worth a mint of money! The malachite wall-coverings and the massive columns of lapis-lazuli make one positively giddy. Near the St. Isaac's garden, Klodt's equestrian Statue of Nicholas I (1859). Returning to the Nevsky Prospect, and crossing it, or following the magnificent Neva quays, you soon perceive, on the bank of that river, the huge pile of the Winter Palace, which is connected with the famous Hermitage Museum. In front of the Palace is a spacious square, on which rises Montferrand's Alexander Column (1832), 150 ft. high and weighing 400 tons. The red granite monolith, which forms part of it (80 ft.), is the largest of our time. The Winter Palace is not accessible at present, except by rare and special favour. The Throne-room is, perhaps, the finest in Europe. The White Room shows on its walls
THE NEWSKI PROSPECT, ST. PETERSBURG.
the richly ornamented plates, on which innumerable cities, etc., have offered salt and bread to successive czars. Rich Treasury (regalia) and Chapel. The Emperor does not now reside in this vast mansion of 2,000 rooms, a few magnificent sets of which alone are shown. Here his father breathed his last in an apartment which will strike everyone by the simplicity of its furniture. All is left as on the day of his death. The emperor was struck by the
Nihilists (1881) on the canal close to the Palace, and a memorial chapel now marks the spot. The shattered carriage, from which he alighted unhurt, is exhibited in the wonderfully interesting Museum of Imp. Carriages of the N. Prospect (adm. 3 times a w.). The living apartments of the emperor Nicholas, on the lower floor of the W. Palace, are likewise extremely plain and kept intact. — The Hermitage (adm. almost daily) is as marvellous in its way as the W. Palace. To describe its rich collections lies far beyond my scope. The massiveness and magnificent variety of its ornaments alone would amply repay a visit. Founded by Catharine in 1765, it was entirely rebuilt in 1840—52. You should not omit the Peter the Great Gallery, with numerous souvenirs of the great czar; the **rooms holding the wonderful Greek antiquities from the Cimmerian Bosporus; last, but not least, the *sculptures* ("Venus of the H."); and the **paintings, spread over about forty halls and rooms. The 4,800 pictures here on view comprise choice specimens from every School, particularly the *Dutch* (Rembrandt, Potter, Ostade, Wouwerman, Teniers, Metsu, Terborch, etc.), the Italian (Raphael's "Staffa Madonna"), and the Spanish (Murillo, Velasquez, etc.). Among the curiosities is a garden on the top of the so-called riding-house. — Afterleaving the Hermitage, you should continue your stroll in the direction of the Peterburg Bridge, without, however, crossing the Neva at first. Past the extensive drill-ground, where the great reviews are held, wend your steps to the beautiful Imperial Summer Garden, a popular resort. Here are Klodt's statue of Kryloff, a memorial chapel (to commemorate the escape of Alexander II in 1866), and, nearest to the Neva, the old palace of Peter the Great (1711), containing a few curios. — Close to the s. side of the Summer Garden, are the two Michaelov Palaces, with fine grounds and Rastrelli's monument of Peter the Great, which is not equal to the other (p. 504). The new palace, built in 1809—25 by Rossi in the Tuscan style, is the most imposing. — The Taurida Palace, e. of the Summer Garden in a straight line, built by Starof for Catharine II, or rather Potemkin, is more of a curiosity, but the great ball room, 330 ft. by 70 ft., with its immense conservatory and its massive chandeliers, holding (it is said) 20,000 wax lights, certainly deserves a visit. Frequent concerts in the *park*, adjoining the palace. — Now return to the Summer Garden, and cross the river to the St. Petersburg district by the so-called Troizky Bridge. Visit the Peter Paul Fortress (now a State prison), founded by Peter the Great on three islands (1703), and enclosing the church of the same name, whose spiral and glittering belfry, rising to 384 ft., is visible from afar. The church, built in 1712—33, holds the magnificent *tombs of all the Russian emperors, except that of Peter II, likewise some works by Peter the Great, who also lies buried here. His famous maisonette, in a garden near the Neva, whence he is credited to have directed the building of St. Petersburg, is surrounded by a shell in stone and by an iron railing. It contains but three small rooms. One of
them has been converted into a chapel, and the small picture of Christ in it which he wore, has become a shrine for numerous worshippers.

Likewise visit the "Zoo"; the School of Mines, with a mineralogical collection which is professedly the richest in Europe (malachite block of 4,000 lbs; gold nugget of 80 lbs; 150 kinds of Russian gold ores, platina, etc.); the Botanical Garden; the Academy of Fine Arts, containing a fine collection of pictures, mainly Russian; the Semenov Gallery (splendid specimens of the Dutch School); and the Academy of Sciences, holding magnificent ethnographical and other collections.

Excursions from St. Petersburg. These should include trips through the islands of the Neva; to the lake of Ladoga, though the latter be rather tame; to Cronstadt (about 1½ h.), the strongly fortified avant-port of St. P., which commands its approaches and an extensive view; to Oranienbaum (4,000 inh.), reached by rail in about 75 min., past Peterhof, to which trains run in ¾ h.; to Czarskoe-Selo (30 min. by rail) and Paflovsk (9 min. further); to Krasnoe-Selo (45 min. by rail, on the line to Reval); finally, to Gatchina, already mentioned p. 500. Cronstadt has extensive establishments and a permanent garrison of 25,000 men; Oranienbaum, several palaces, one of them being Menchikov's Schloss, with a fine Dutch garden. The chief points of interest in the trip on the lake of Ladoga (100 m. by 60 m.) are Schlüsselburg; Konewetz, one of many islands, with a curious church; and Valaamo, another island, on which there is a convent, rich in presents given by numerous pilgrims. The steamers pass the Imperial Porcelain Factory (open daily), whose choice products fill the palaces and museums not only of St. P. The excursion to Peterhof by steamer (75 min.) is among the most enjoyable, and may be combined with the visit to Cronstadt and Oranienbaum. The Peterhof Schloss was built for Peter the Great by Leblond. The interior offers many curiosities, but the beautiful and extensive grounds, with the famous fountains (playing every day), the glorious Terrace, whence the view extends seaward, gaudy Marli (a favourite resort of Peter), and the English Garden, are the greatest attraction. Czarskoe-Selo has Catharine II's huge palace, containing the magnificent amber-room and an interesting armoury. The park and its large lake are very fine. The gardens around Paul I's three-storied manor at Paflovsk, which is filled with costly ornaments, gobelets, etc., are very beautiful too. Indeed, the Paflovsk park is among the grandest to be seen anywhere.

Forty-fourth Route.

From St. Petersburg to Moscov.

Grand Russian Railway Company (Nicolai line); 403 m. in 13 h., by express.

The country traversed between the two Russian capitals is flat, stale, and unprofitable in every way; therefore, the night trains in both directions are advisable. They are certainly the quickest.

Moscov, in Russian Moskva (753,470 inhabitants), on the Moskva, the real metropolis of Russia, is also the most typical city of that huge empire. Here you enter the gates of the East; the streets are crowded with Orientals. The churches, with their coloured cupolas, have an Eastern aspect; not less do the bazaars and the narrow streets. The flames of Rostophchin, who set fire to M. in 1812, when Napoleon had to be smoked out of the country, were unable to destroy this oriental character of the city, and the Kremlin, that wonderful im-
pegium in imperio, forming a walled enclosure nearly 2 miles in circumference, must be virtually now what it was 500 years ago.

- **Hotels:** *Slavjansky Bazar; Billo; Dussaux; Continental; de France; Stadt Berlin; Gostinniza; Mamontova; Kokoreff* (the 3 latter Russian).

- **Restaurants:** *Hermitage* (an institution! A collection of plate and the kitchen are shown; many Tartar waiters in white dress); Moskovsky; Patrikejeff, etc. Also at the hotels.—

- **Cafés:** *Einem; Abrikossov; Albert; Siou.*

- **Cabs:** see St. Petersburg, p. 501.

- **Tramways:** through the leading thoroughfares.

- **Post Office**, Mjassnizkaja.

- **Theatres:** Imp. Great Theatre (operas); Imp. Little Theatre (Russian dramas); Pouschkin T. (same); Vaudeville (operettas, etc.). All these establishments are closed in summer, but theatricals then take place in the garden of the Hermitage; the Petrovsky Park, the “Zoo”, etc., where popular concerts are also given. Symphony concerts at the Nobility Club. — British V.-Consul; American C. — English Church, Tchernicheffskoi Perenlok.

**Principal Attractions.** The great attraction of M. is,
of course, the Kremlin, which dates from an unknown period, stands on an eminence, and has five gates. The principal one, and the oldest, is the sacred Spassky Vorota, through which no Russian would dare to pass with his hat on, owing to the picture of the Redeemer (from Smolensk) that was first suspended from it in the 17th c. The Kremlin presents a strange conglomeration of palaces and churches, among which I can only notice a few. In the Cathedral of the Assumption, founded in the 14th, and rebuilt in the 15th c. by the Bolognese architect Floravanti, the emperors are annointed and crowned. The quaint interior is extremely rich in its ornametations. Among the treasures is the Vladimir Virgin, attributed to St. Luke and brought from Constantinople in 1154. Its frame alone is worth 200,000 r. Another precious picture is the Novgorod Christ. The gold on the high-altar, captured by the French, but retaken by the Cossacks, is reputed to weigh 5,400 kilograms! — The Cathedral of the Archangel, built by Italians in the 16th c., has been the burial-ground of the earlier czars; the Vosnessensky Convent that of numerous czarinas. — The Imperial Palace (adm. daily), surrounded by the Belvedere Palace, the Granovitaja Palace, and the Orusheinaja Palace, is a modern pile (1838—49), but stands upon the spot of the old wooden residence of the Czars. The beautifully decorated George, Alexander, and Andreas Halls are used during the coronation festival. The *Treasury, in which the regalia and other imperial property are kept, has a separate entrance (adm. on Mon., Wed., and Frid.), and should not be omitted on any account. Among other things, it contains the throne of Alexis, covered with precious stones (1,223 rubies!). The Belvedere P. and the Cathedral of the Annunciation are also worth visiting, the latter if only for the sake of the fanciful frescoes. — Of course, you will look down upon the river from the *Terrace, and then mount the famous *Ivan Veliki Tower, with its 34 bells of various sizes, the biggest of which (the "Ben" of Moscov) weighs 68,000 kilograms, and is heard but twice every year, at Christmas and Easter. 450 steps lead to the circular top-story, the lower 4 stories being octagonal. Magnificent view. The Ivan Veliki was completed by Boris Godunov in 1600, became a prey of the flames many times, and was finally restored in 1813. At its foot, the great bell, the *Czar Kolokol, the largest in the world, which fell down and broke in 1787, remained buried in the earth for nearly a century, and was then unearthed. It weighs 195,000 kilograms. The Arsenal shelters many French trophies. — Outside the Kremlin, see the Cathedral of St. Basil, founded by Ivan the Terrible in the 16th c., an extraordinary combination of eleven chapels and as many towers (see our illustr.); the vast *Bazaar (Gostinny-Dvor); and the *Iberian Chapel, visited by every czar and by hosts of worshippers, owing to the miraculous image of the Virgin which it contains, a copy
of the madonna in the Iberian chapel on Mount Athos. It is beaded with jewels, carried through the streets of M. in a special vehicle drawn by 6 horses, and frequently brought to sickrooms, etc., for which favour large sums are often paid. — See, also, the rich Historical Museum and the curious Romanov House (open Tues. a. Thurs.; 50 k.), the cradle of the Romanov family, and a faithful picture of a Russian dwelling in the Bojor period. It was restored in 1856, and is now Crown property. — Finally, visit the beautiful Sokolnyky Park; the “Zoo” — both reached by the tramway — and the Temple of Our Saviour, at some distance outside M. This magnificent memorial church, a tribute of the Nation’s gratitude for its deliverance from the French, was planned soon after 1812, but did not receive its dedication before 1883. It stands on a large ornamental square and has cost 20 million r. Five gilded cupolas crown the immense edifice, which resembles St. Isaac’s at St. Petersburg. The interior is crammed with costly marble, bronzes, frescoes, mosaics, etc. — An excursion to the Sparrow Hills (by carriage, tram, or steamer), whence a vast and glorious panorama is obtained, and where Napoleon first saw Moscov, may be combined with a visit to the charming Nesskoutschny Park and the vast convent of Novodjévitschyi, a group of churches and houses. — Among the tours around Moscov, I recommend the one to the Petrovsky Park, laid out in 1834, and containing a large lake, also a Schloss, built by Catharine II. The interior is worth seeing. Fine view from the tower. Many villas on the causeway to St. Petersburg.

Excursion to the Troitsa Monastery. Very interesting. Take train for Sergievo (2 h.), on the line to Jaroslavl. Engage a “four-wheeler” (bargain!) and drive through the fields, where monks are seen at work (haymaking, etc.), to the monastery, which comprises a cathedral, nine churches, a seminary, and a cluster of miserable looking houses, among which are hovels, called inns. More than 100,000 pilgrims annually come tramping hither in all seasons, to visit the tomb of St. Sergius, the founder of the monastery, bringing presents with them, albeit oft in a starving condition. No wonder the monks live here in one of the richest monastic institutions of the world. Its treasury is filled with costly garments, jewels, etc., etc., the reputed cash value of which exceeds 400,000,000 r. The reverend gentlemen also make a large income out of the sale of candles, of images of St. Sergius, bottles filled with “holy water”, consecrated bread, etc. The tomb of the saint, in the quait Trinity Church, is literally buried beneath ornaments and offerings. The sacred well is in the Uspensky Cathedral (1589), where czar Boris Godunov (p. 503) lies buried. It has five cupolas. Whoever has time should not fail to visit the anchorite establishment at Gethsemane, in the woods, with its extraordinary rock-cells, veritable tombs in which these anchorites choose to live at a considerable depth in the earth. The excursion to the Troitsa monastery may be well accomplished in one day, if you start from Moscov by an early train. Many do not return to the last-named city, but continue their journey to Jaroslavl, on the Volga, in order to commence there their descent of the mighty river to Nishny-Novgorod and Kasan. Several well-appointed steamers navigate the longest stream in Europe, which rolls its yellow billows through 900 miles of mostly uninteresting country to Astrahan on the Caspian. I have found the trip drearier than the navigation of Rhine or Danube. But it, nevertheless, possesses some curious features, and the people one meets are
picturesque, if not the banks of the river, which has, at some places, a width of over a mile.

In any case, I presume that, being at Moscov, you will push on to Nishny-Novgorod (66,585 inh. Hotels: de la Poste; Börsenhotel; Germania; Soboloff), especially when the Great Fair should be "on" there (August-September). It is held in a separate quarter of the dirty-looking town, on the left bank of the Oka, which here flows into the Volga, and remains, surrounded by a canal, and drained by enormous sewers. Some 500,000 persons congregate here for a few weeks, barter to the tune of £20,000,000 visit mosks, numerous cafes-chantants, or a theatre, and then disperse until the following year. The sight of the endless booths and shops in this temporary city is extremely curious, and although Russians alone do business there, the many nationalities that form the R. nation lend a very picturesque aspect to the fair. Whilst it is in "full swing", a bridge is laid to N.-Novgorod, which town itself offers little enough beyond a Kremlin and the Cathedral. As the inns at N.-N. are inferior and horribly dear during the fair, it is recommended to travel in the night train (sleeping-cars) from Moscov, spend the day at N.-N., and return thence in the same manner (274 m. in 11½ h.).

Pending the completion of the railway between Nishny-Novgorod and Kasan (150,000 inh. Hotels: de l'Europe; de France; Volga. All with Restaurants. — Theatre. — Several Cafes-Chantants. — Tramway to the Volga pier. — Cabs thither, 75 k.; per drive, 15 k.), the only way to get to the latter place is by steamer. The former capital of the Mongol kingdom, which fell under Ivan the Terrible, in 1532, into Russian hands, has many churches and mosks; a fine cathedral in the *Kremlin, with a miracle-working virgin; a magnificent monastery; and the Sumbek Tower (240 ft. high in 4 stories), which is supposed to be a Tartar relic, and, therefore, much venerated by the Tartars.

A CURIOSITY AT WARSAW.
Their town is certainly the greatest attraction of Kasan. They are Mohammedans and live quite apart from the Russians, forming a people by themselves.

From Moscov, the express takes about 31 h. to Warsaw (465,000 inh.).

Hotels: de l'Europe; Brylowski; Rayskis; Purytsky. — Restaurants: d'Angleterre; Pierre. Also at the hotels. — Cafés: de l'Europe or Lourse; Bott. — Theatres: Grand (opera and ballets, famous for Polish dances); Little T; Summer T. in the Saxony Gardens. — Public Resorts: Schweizerthal: Zamboni; Marcelin; Sielanka, etc. — Tramways and Omnibuses. — Cabs: per drive, one-horse carr., about 20; two-h. carr., 25 k. The tariff is very elastic. Higher fares to the stations and during the night. — Steamers on the Vistula. — Post-Office, Varetzky Square. — British Consul and V.C.; American C. — English Church serv., Szpitalua. The former capital of the Polish kingdom, and the present capital of Russian Poland, stands mainly upon a sloping plain, on the left bank of the Vistula, over which two iron bridges lead to Praga, the most considerable of several suburbs that surround the city proper, which, as a trade and railway centre, is very important. W. ranks, indeed, third in Russia as regards population. Many streets and palaces are very fine, but there is not much of special attraction. The former Schloss of the kings, now partly used as residence for the governor-general, is historically interesting, but the best pictures and works of art have been exported to St. Petersburg and Moscov. The beautiful garden extends to the river bank. The Saxony Castle, first the residence of the Saxon kings, rises between the vast Saxony Square and the popular Saxony Gardens, laid out by August the Strong. The Lazienky Schloss, built by Poniatovsky, contains many valuable curiosities and lies charmingly in a park, with a Chinese palace, many out-buildings and statues, also a curious natural theatre (s. our illustration) on an island in the lake.

From W., it takes 18 h. by rail (express) to Vienna (Route 48); about 12 h. to Berlin (Route 43), and about 24 h. to St. Petersburg (Route 43).

To Odessa (300,000. inh. Hotels: du Nord; London; St. Petersburg; Europa; de Paris; Grand. — Restaurants: Wehrwag; Français; Kissovsky; Hofmeister. Also at the hotels. — Cafés: Zambiri [music]; Fanconi; Liebmann. — Tramways: — Post-Office, Jekaterinskaja. — Cabs: per drive, 20 k. and higher, according to distance. — British Consul-G.; American C.; English Ch. serv., Derribas Street), the most international of Russian cities, charmingly situated upon high cliffs overlooking the Black Sea, it is a long and tedious journey from Moscov, involving a scarcely interrupted railway journey of some 45 h. The approaches from the S. are hardly better, however. In any case, you should try to combine a journey to Odessa with a trip to Kieff (165,560 inh. Hotels: *Grand; *Bellevue; de l'Europe; de France; National), 28 h.'s rail from Moscov, one of the oldest and most interesting places in Russia, beautifully situated on a ravine, through which the Dnieper flows, spanned by a suspension bridge, 6,775 ft. long, and costing £ 360,000. Kieff is called the Russian Jerusalem, and contains many noteworthy churches and convents. The Jews' quarter is curious. Not less curious are the St. Anthony catacombs, where bodies, gaudily dressed, lie exposed in open coffins.

A journey to Odessa is usually combined with a trip to the Crimea, because there is really little to admire in the town, except its fine position and the beauties of its extensive trade; besides, the Crimea is so near! Embark upon one of the commodious steamers of the Russian Steam Navigation Company for Sebastopol (39,800 inh. Hotels: Kist; de l'Europe; du Nord; Grand; Wetzel), only now gradually recovering from the effects of the terrible siege of 1854—5. Many ruined houses. The neighbourhood is extremely dreary, even in the valley of the Tchernaja, where Inkerman (Nov. 1854) was fought. It has a curious rock chapel and dwellings, dating back to an unknown period of mankind, also remnants of the Genoese fortifications. It may be visited in a row-boat, after a visit to the vast Russian Cemetery, facing S., and visible from the Park restaurant (music), where one enjoys such a glorious panorama. That cemetery shelters the bones of 100,000 Russians! The neglected French and English burial-grounds lie in the proximity of Balaclava, a small harbour, made famous by the charge of
ST. BASIL, MOSCOW.
a gallant 600". An excursion should be made (by rail; 2 h.) to Baktchiserai, the old city of the Tartar khans, with palaces, vast tombs, etc., near Monastir, the extraordinary rock-convent, and Tschufut Kaleh, the wonderful Karaite town, having Jewish tombs dating back 20 centuries. The drive to Balaclava may easily be combined with a visit to the St. George’s Monastery, near the ruins of ancient Chersonesus, where the art treasures were found now at the Hermitage at St. Petersburg (p. 506), and the classic headland of Parthenium. A journey to Yalta (2,000 inh. Hotels: de Russie; Central; Edinburgh; de France), a rising watering-place in a charming bay, by the beautiful Voronzoff road, is highly recommended. Comfortable carriages, drawn by wiry step (pe) horses, and driven by Tartars, with whom you should bargain if you can, will cover the distance easily in two days. Up to the "Baidar Gate, whence the vista is superb, the landscape is drearily steppy. It suddenly changes there, and everything becomes beautifully and tropically verdant. Immense vineyards, beyond a grand drive along perpendicular cliffs. On the way you pass Livadia, the magnificent seat of the Emperor, and charming Alupka, where you should pass the first night. Here is the grand castle of the Voronzoffs, now State property. Push on, beyond Yalta, past Nikita, with famous Government vineyards, and hothouses (300 different kinds of grapes!), to Goursouf, a picturesque spot under the mountains, with large and excellent hotels near the beach, transformed into a beautiful park, and return from Yalta to Odessa by steamer.
Forty-fifth Route.

FROM FRANKFORT TO MUNICH.

Prussian State Railways (Section: Frankfort) to Aschaffenburg. Bavarian State Railways from Aschaffenburg to Munich. Total distance: 253 1/2 m. in 8 1/4 h., by express.

As far as Hanau (p. 117) we follow the line to Leipsic and Berlin, then pass (18 1/2 m.) Dettingen, where the Austrians and their allies defeated the French in 1743, and halt at (25 1/2 m.) Aschaffenburg (13,000 inh. Hotels: *Adler; Eisenbahn-H.; Goldnes Fass), the ancient Hercynia and residence of Frankish kings, afterwards the summer seat of the Electors of Mayence, on the Main and Aschaff. It has a Schloss, with 4 towers, in which there is a valuable *picture-gallery (adm. daily); an interesting (Roman.) Stiftskirche, containing the *St. Margaret monument (in bronze), P. Vischer’s Brandenburg monument, etc.; and King Ludwig I’s Pompeianum (1824—49), a villa (-nous) imitation of Pompei. Pleasant excursions to the royal *park at Schönbusch, the Franciscan monastery at Engelsberg, where Dom Miguel, the Portuguese pretender, lies buried, and to Amorbach (2 h. by rail), with mineral baths and the handsome Leiningen castle.

The line reaches the Main at (49 m.) Lohr, junction for antique and picturesque Wertheim (4,700 inh.), distant 2 h. by rail, and follows that river, past Gemünden, junction for Schweinfurt and Kissingen (p. 120), also for the interesting old town of Hammelburg on the Saale (18 m. distant), and then enters (81 m.) Würzburg (61,000 inh. Hotels: *de Russie; *Kronprinz; Schwan; Brauser; National; Rügmer; Württemb. Hof. — Restaurants: *Alhambra; Haderlein; Bäuerlein; Letzter Hieb; Platz’scher Garten (music): Hutten’scher Garten. The 3 last-named are outside the town.— Cabs: 1/2 h., 1—2 p., 40; 3—4 p., 50 Pf.; 1/2 h., 70 and 90 Pf.; to and from the station, 60 or 80 Pf.), the ancient capital of the German primates and the present capital of Lower Franconia. It lies attractively upon both banks of the Main, under the shadow of the Marienberg Fortress (427 ft.), the former episcopal residence, built upon the site of Drusus’ castle (*view). The Royal Palace, surrounded by the
extensive, pleasant, and popular Hofgarten, was erst the primates’ residence. That vast and beautiful structure, built by Neumann (1720—44) in the rococo style, contains 7 courts, 283 rooms (*Kaisersaal), a theatre, a chapel, enormous cellars (filled with most excellent “brands” of the royal vineyards), a splendid staircase, and good Dutch pictures in a gallery. W. possesses some 30 churches, the most noteworthy among which is the Roman Catholic, founded in the 12th c. upon the site of a Roman temple, but afterwards rebuilt and many times restored. Numerous tombs of bishops. In the old cloisters, Walther v. d. Vogelweide, the famous minstrel, and perhaps a native, lies buried under a modernised tomb. Near it, the beautiful Marienkapelle (1377—1441; restored in 1856), containing 15 old statues, the best of which are by Riemenschneider, who has also adorned the so-called Spitalbrücke over the Main. The saints on the picturesque Alte Brücke (1474—1607) are not by him. W., junction for Bamberg (p. 486), Karlsruhe (p. 141), Stuttgart (p. 137), Nuremberg (see below), etc., has a well-known University (75 prof.; 1,500 students), founded by the bishop Julius Echter v. Mespelbrunn (1582), who also bestowed the now vast and wealthy Julius-Hospital upon his native town (1579), near the Julius-Promenade, adorned with his statue, by Schwanthaler. At (116½ m.) Steinach, a branch line (in 40 min.) leads to Rothenburg (8,000 inh. Hotels: Bür; Hirsch; Lamm), a fortified town of mediaeval character, on the Tauber, with picturesque old houses (Baumeister’s, etc.); Rathhaus partly Gothic, partly Renaissance; the *Jakobskirche, containing Riemenschneider’s altar, etc., is like a miniature Nuremberg. Diligence to Creglingen, where the Hergottska pelle holds a beautiful altar, carved by T. Riemenschneider. (136 m.) Ansbach (15,000 inh, Hotels: Zirkel; Stern; Krone), having an interesting Schloss, in whose large Hofgarten Kaspar Häszer, the mysterious youth, was murdered; the late Gothic Johanniskirche (15th c.; restored), and the Gumbertska kirche (15th c.), with its 12 stone knights of the Swan in the choir. Fine views from Drechsel’s Garten. At Ansbach the main line crosses the railway between Crailsheim
(Stuttgart) and Fürth (for Prague, p. 487). The latter leads past Nuremberg, 45 min. to 1 h. by rail from Ansbach, with a direct train service to Munich and Frankfort, via Würzburg.

NUREMBERG.

Nuremberg, in German Nürnberg (142,000 inh. Hotels: *de Bavière (with Engl. Ch. serv.); *Goldner Adler; Strauss; *Württ. Hof; Wittelsbacher Hof. — Restaurants: Wiener R.; *Krokodil; Stadtpark; *Giessing (wines); Seegitz. Also at the hotels. — Cafés: Central; National; Zeitmaier; Merkur. — Tramways from the Station through the town. — Cabs: 1/4 h., 1—2 p., 60; 3—4 p., 100; 1 1/2 h., 100 or 150; 1 h., 200 or 250 Pf. — Post-Office, near the Rathhaus. — Theatres: Stadt-T.; Sommer-T. — American Consul), one of the most ancient and picturesque places in Teutony, certainly the most typical German city at the present time, the birth-place or principal work-sphere of Hans Sachs, Albrecht Dürer, Adam Krafft, Veit Stoss, Wollgemuth, Peter Vischer, and other famous men of the Fatherland, lies on 5 hills, upon both banks of the Pegnitz, which divides N. into two parts. Lorenz and Sebald, and which is crossed by several quaint bridges that add flavour to the “intense” mediæval aspect of the whole. N., an imperial free-city up to 1803, was then made independent for a short time, but became Bavarian in 1806. It attained the
zenith of its powers, material and intellectual, in the 16th c. The present-day traveller should hasten to inhale the antiquarian air of N. It tends to disappear, or to become noxiously modern. Already tramways have spoilt a deal, and the famous old rampart, with its moat and gates, encircling the city, has been "burgled into" at several points. The principal sights to master are the Gothic Sanktlorenz kirche (13th-14th c), with its beautiful w. Portal and its rich interior (*Ciborium, by Krafft and his pupils); Wurzelbauer's Tugendbrunnen, near by; the Frauenkirche (w. *Portico; Krafft's *Epitaphium) on the Gänsemarkt, with Lubenwolf's Gänsemännchen, a fanciful fountain; Krausser's Sachs monument upon the Spitalmarkt, near the poet's house; H. Behaim's restored *Schoene Brunnen (a Gothic pyramid w. numerous figures), on the Hauptmarkt; the Rathaus (17th c) in Ital. Renaissance, in which you should see the great hall, containing Dürer's frescoes, also many pictures and portraits; the restored Burg, originated in 1024 by the emperor Conrad II, and enlarged by Fr. Barbarossa, with an interesting interior (audience chamber, torture room, pictures, etc.), and a beautiful view from the towers; *Dürer's House, containing souvenirs and antiquities, near the Burg and the Dürerplatz, on which rises Rauch's statue of the famous painter; the Gothic Sanktsebaldskirche (13th c), on the model of the Bamberg cathedral (p 486), sheltering many monuments and works of art, among which is P. Vischer's masterwork, the *St. Sebald's Monument (in bronze), completed by him and his 5 sons in 1519, after 13 years of toil; finally, the vast and unique *Germanic National Museum, founded in the suppressed Carthusian Monastery (1852), with splendid cloisters. It displays an immense collection of works of art, scattered over 77 rooms. N. has pleasant environs. Visit the Stadtspark and Rosenau (w. restaurants and music).

(171 m.) Pappenheim, with two castles of the counts of that name, and the ruins of a third one on a height. 8 m. further lies Dollnstein, junction for antique Eichstätt (8,000 inh.), having an interesting cathedral, and then comes (200 m.) strongly fortified Ingolstadt (18,000 inh. Hôtels: Wittelsbach; Bär; Adler), on the Danube. Its once famous university (1472) was transferred to Munich in 1826.

At Ingolstadt we cross the railway between Augsburg, distant 2 h., and Ratisbon, distant 2 1/4 h.

Augsburg (76,000 inhabitants. Hôtels: *Kaiserhof, new, good, recommended; *Drei Mohren; Traube; Lamm; *de Bavière; *Drei Kronen. — Restaurants: *Kernstock *Metzler (wine); Blaues Kräftl (w. garden); Weith; Bavaria; Malsch. Also in the hotels, at the Railway Station, and in the Stadtspark. — Tramway. — Cabs: 1/4 h., 1-2 p., 70; 3-4 p., 100 Pf.
Higher fares to and from the Station, and after 10 p.m.), the Roman Augusta Vindelicorum, because founded by Augustus, is a most interesting German town, although it has lost somewhat of its mediæval character. Even the Drei Mohren, where Charles V was entertained by the rich merchants of his time, have been sadly modernised. The history of A., the splendours of its past, and the part it has played in the political and religious chronicles of Europe, are so well known that they need not be recapitulated here. The apogee of its power was reached in the 14th, 15th, and 16th c., when we see its merchants fitting out fleets to conquer transoceanic empires, and the Fuggers "finance" monarchs, like the Rothschilds of our own days. As at Nuremberg and in Italy, commercial, political, and civil power at A. was coexistent with artistic superiority. Here the Holbeins, Burgkmairs, and Altdorfer flourished with the Welser and the Fuggers, leaving their imprint upon many mansions that testify to the art-love of the latter, and to the art-power of the former.

Principal Attractions. Around the Railway Station a handsome new quarter has arisen, since the old fortifications were removed and turned into boulevards and squares. Hence, the busy and brilliant Maximilianstrasse and its continuation, the Karolinenstrasse, are soon reached. Here is the Gothic Cathedral, founded in the 11th c., with fine choir, bronze doors, stained-glass windows, and choirs. In the same street, or in its immediate vicinity, are the long Fuggerhaus (Wagner's frescoes); the Fugger Bath Rooms (16th c.), now used for an art exhibition; the old Arsenal, with Reichel's "St. Michael"; the handsome Rathhaus (11th c.), in Renaissance by E. Holl, containing the Golden Hall, Fürstenzimmer (*ceilings), etc.; the Cath. Church of St. Ulrich (15th c.), sheltering three beautiful Renaissance altars, a magnificent reredos, frescoes, stalls, and the elaborate sarcophagus of Hans Fugger in the Fugger family chapel; the Maximiliansmuseum (various collections), near J. J. Fugger's statue (1858), and the house of Philippina Welser, who married an archduke; finally, the rich Picture-Gallery, holding about 700 paintings, chiefly of the early German School, among which are several masterworks of Holbein the E., a native, and Burgkmair. See also the Scaloss, in which Charles V resided, and where the "Augsburg Confession" was handed him.

Ratisbon, in German Regensburg (38,000 inh. Hotels: *Grüner Kronz; Goldenes Kreuz; Kronprinz; Weidenhof; National. — Restaurants: Lilie; Neues Haus; *Diem [wine]. Also at the hotels and at the Station. — Steamers to Donaustauf [Walhalla], daily in 40 min., Passau [p. 483], etc. — Steam Tramway to the Walhalla [50 min.; 75 a. 45 Pf.] — Post-Office, Domstrasse), lies picturesquely on the Danube, near its junction with the Regen. With Stadt-am-Hof, on the opposite bank, it is connected by an antique bridge. R. is the Roman Castra Regina, was an important emporium in the years 1000—1600, and an influen-
tial political centre as well, when a free-city and the seat of the German Imp. Diet (1633–1806), held in the present Rathhaus (Imperial Hall, portraits, tapestries, torture-chamber, dungeons). R., besides, has an interesting Cathedral (1274–1534), with beautiful Porch, fine cloisters, numerous monuments (F. Vischer's *Tucher group, etc.), also many other noteworthy churches and edifices, among others the ancient residence of the princes of Thurn and Taxis in the Benedictine Abbey of St. Emmeram, with its graceful cloisters. The said princes have a park at Donaustauf (see above) to the E. of R., under a hill crowned by the ruins of the Stauf castle, destroyed by the Swedes in 1634. Here is the famous German Hall of Fame, the *Walhalla, a Doric temple imitated from the Parthenon, and completed in 1842 by Klenze, for king Ludwig I (adm. daily; free). It contains 101 busts of eminent Germans, from the earliest times down to Kant, Goethe, and Schiller. Fine view over the Danube and the Bavarian Forest. The Walhalla is supplemented by the *Befreiungshalle ("Hall of the Liberation"), at Kelheim, reached via Saal, station on the line between Ratisbon and Augsburg. It stands on the Michaelsberg. Founded by Ludwig I in 1842, and built for him by Gärtner and Klenze, it was only inaugurated in 1868. It is an imposing building, containing Schwanthaler's 34 marble Victories; 18 colossal statues, representing German provinces, etc.

At Ingolstadt the Danube is crossed on an iron bridge. We rapidly approach

253 1/2 m. Munich, in German München (349,000 inhabitants), the capital of Bavaria, lying in the broad valley of the Isar, upon a high plateau. Founded in the 10th c. by monks (hence the name), whose primitive intentions were improved upon by Heinrich the Lion, it long remained an insignificant town. It came to the front as "New Athens", by the indefatigable and art-loving endeavours of king Ludwig I, who grafted a modern city of magnificent proportions upon the old town. Lavish as a royal Hausmann, he revolutionised M., covering it with splendid buildings, filling them with art-treasures, and making his capital the foremost art-centre of Europe. Klenze, Schwanthaler (a native), Cornelius, Kaulbach, and Schwind helped him in his grand task, thereby creating immortality for themselves. M. is cold and bracing, like its delicious beer, but its people are warm-hearted. Considerable trade. Numerous and important factories.

Hotels: *Bayrischer Hof; *Vier Jahreszeiten; *Bellevue; du Rhin; Dom; d'Angleterre; Marienbad; Leinfelder; Maximilian; Kaiserhof; Grünwald; de l'Europe; National;
Roth.—Pensions numerous and good, the foreign colony being strong.

Restaurants: Rathskeller (wine); *Schleißheim; *Junemann; *Opera R.; *Eberspacher; *Schleich; Heck; Oesterreichser; Arcisgarten; *Schleich; *Schleich; *Schleich.

Also at the hotels. — Beer at the Hofbräuhaus a sight! see p. 521, and at innumerable beer-houses.

Cafés: Union; Metropole; Victoria (garden); Maximiilian; Prinz Heinrich; Probst; Imperial; Wittelsbach; Schiller; Odeon; Imperial-C.; Arcaden-C.; Schiman; Banner; *Eberspacher.

Cabs: 2-3 pr. 1/3 h., 100-120 Pf.; 1 with 2 horses, 2 or 2.40 Mark.

PANORAMA OF MUNICH.
½ h., 1–4 p., 1; ½ h., 2; 1 h., 3 M. Double fares after 10 p.m. — Tramways through the main streets. Steam Tramway to Nymphenburg (every ½ or 1 h., 20 Pf.). — Post-Office, Max-Josefsplatz. — Railway Stations: Central (for most places); South and East S. (for Rosenheim, Simbach, etc.).

Theatres: Hof-T. (operas and dramas); Residenz-T. (comedies); Gärtner-Platz-T. (operettas, ballets); Volkstheater. — Popular Music at the Colosseum; Monachia; Eldorado; Universum, a. o. "Tingeltangels". Military Music daily at noon on the Marienplatz; on Wedn., in summer, in the Hofgarten, etc. — British Chargé d'Affaires and Consul; American C. — Engl. Ch. serv., Odeon.

Principal Attractions. The grand Maximilianstrasse, 1 m. long and 25 yards wide, leads from the Max-Josefsplatz to the Isar, spanned by Zenetti's Maximiliansbrücke (1859–64) over an island, and to the Maximilianeum, a kind of high-school, founded by Max II. Towards the river the said street broadens out into a fine square, adorned with several statues and with Zumbusch's gigantic, bronze monument of Max II, erected by his "faithful people" in 1875. Here rises his *Bavarian National Museum* (open daily; free, or 1 M.), built by Riedel in 1858–66, and crowned by a Bavaria. It contains a large collection of objects illustrative of the story of mankind. The second floor, with its works of art of the Renaissance and modern periods is perhaps the most noteworthy. — After visiting the Platzl, where the famous *Hofbräuhaus* stands, a double-barrelled institution (one branch, the most curious, being devoted to the popular, the other, to the more aristocratic customers), return to the Max-Josefsplatz, the real centre of M. Here see the Alte Residenz (17th c.), containing good pictures and valuable furniture, also art objects (M. Angelo’s “Descent from the Cross” in wax) in the *Reichskapelle* and in the *Schatzkammer* (peerless, blue "Hausdiamant", etc.), both accesible by ticket only (1 M.) on certain days. Close to the Alte Residenz are the Festsaalbau, facing the Hofgarten, a
pleasant park lined with arcades, for which Kaulbach, K. Rottmann, and P. Hess have furnished the wall-paintings; the Königsbau, Klenze's imitation of the Palazzo Pitti (p. 331), with sculptures, and *Schnorr's Nibelungen Frescoes (1846-67) in 5 saloons on the ground-floor; and Klenze's sumptuous *All Saints' Church (1837) in the Byzantine-Roman style. Klenze's Festsaalbau (1832-42) has a handsome porch, sheltering Schwanthaler's allegorical statues, and numerous paintings and sculptures (*Schwanthaler's Wittelsbach statues in the throne-room, etc.), scattered over different saloons. — At the lower end of the broad Ludwigstrasse, with its palatial buildings and houses, stands the Theatines' Church (17th c.), which contains the royal vaults. The said street. \( \frac{3}{4} \) m. long, runs to the *Siegestor, Gärtners and Metzger's effective imitation of Constantine's Arch at Rome, crowned by Wagner's "Bavaria". On the way, you pass, beyond Klenze's Odeon and the English Chapel, the rich Royal Library, in a handsome Florentine building, erected by Gärtners in 1832-42 (adm. daily), holding 1,000,000 v. and 30,000 MSS.; the Ludwigskirche, with Schwanthaler's statues of Christ and his apostles, and Cornelius' "Last Judgment"; finally, the University, formerly at Ingolstadt (p. 517). Beyond the Siegestor, stands the handsome building of the Arts' Academy. — Between the Ludwigsstrasse and the Englischer Garten, a beautiful and popular park of 600 acres, lies the Kaulbach Museum (adm. daily), in which there are many pictures and sketches of that famous painter. — On the left-hand side of the Ludwigsstrasse, the Theresienstrasse leads to two of the greatest glories of M., the *picture-galleries, contained in the Alte Pinakothek and Neue Pinakothek, both open on Sundays and certain week-days. The former, built by Klenze in Renaissance (1826—36), contains some 1,400 pictures in twelve saloons and 23 cabinets. It is very rich in Italians — Botticelli ("Pieta"), Canaletto, Correggio (Pan"), F. Lippi ("Christ", "Pieta"), Francia ("Virgins"), Perugino ("St. Bernard"), Raphael ("Virgin", "Holy Family"), Titian ("Portrait of a Youth"), etc.; Spaniards and Dutchmen. There are
also some splendid Murillos, representing ragged boys eating fruit, or playing with dice. The chief Dutch masters here are Brauwer ("Peasants", "Soldiers", "Village Surgeon", "Card Players"). Cuyp ("Officer"). Dow ("Spinner", "Mountebank", "Saleswoman", "Portrait of Himself", "Hermit"), Hals ("Family"), V. d. Helst ("Tromp"), Hobbema ("Landscape"). Mieris, Metsu, I. Van Ostade ("Fair", "Winter Scene"). Potter ("Cow", "Landscape"). Rembrandt ("Adoration of the Shepherds", "Isaac", "Turk", "Elevation of the Cross", "Ascension"), Ruysdael ("Forest", "Wood"). J. Steen, Teniers, V. d. Werff. A. V. d. Velde, Wouwerman, etc. Among the S. Netherlanders, Rubens, represented by some 95 works, big and small, is almost overwhelming. I have no room even for an enumeration. See and admire! "The Fall of the Damned" and "The Murder of the Innocents", faulty in drawing, maybe, are magnificent in expression and glorious in their colouring. Of Van Dyck there are, also, beautiful portraits and madonnas. Interesting collection of vases. — The Neue Pinakothek, erected by Voit (1846—53), contains modern paintings in eleven rooms and fourteen cabinets. The exterior is covered with Nilson's large frescoes, after Kaulbach's designs, whose chief work (" Destruction of Jerusalem") is in the central hall. The same building shelters a collection of paintings on porcelain. — The two Pinakotheks are supplemented and completed by the neighbouring Glyptothek (open nearly every day, either free, or 1 M.), a building in the Ionic style, constructed by Klenze in 1816—30, and filled with ancient sculptures, mainly collected by Ludwig I when a younger. The group in the tympanum is by Schwanthaler. See the Assyrian, Egyptian, Greek and Etruscan, Æginetan Apollo, Bacchus, Niobe, Roman, Heroes, Coloured, and Modern Sculpture Halls. The Æginetan Hall, crowded with the marbles discovered by Haller in Ægina, is perhaps the most noteworthy. Observe, however, the exquisite "Barberini Faun", found near the castle of San Angelo at Rome (p. 360), and ascribed to Praxiteles, in the Hall of Bacchus; the "Ilioneus" and the "Medusa" in the Niobe Hall, etc. — Facing the Glyptothek rises the Exhibition Building, erected by Ziebland in the
Corinthian style. Important art exhibitions are held here. The tree-planted Königsplatz, on which the Glyptothek stands, is bounded on one side by Klenze's fine Propylæa, a Greek gateway of imposing dimensions (completed in 1862). Beyond, Schacke's Picture-Gallery (adm. daily; \(\frac{1}{2}-1\) M.) of good modern works. — Other attractions are: the *Basilica of St. Boniface, Ziebland's imitation of an ancient Italian basilica (1850), with *frescoes by Hess, etc., and the tombs of Ludwig I and his queen; the Crystal Palace (1854); the Marienplatz, with Knoll's bronze Fishbrunnen, the Column of St. Mary (17th c.), the restored Old Town-hall, and the Gothic New Town-hall by Hauberrisser (mural paintings, portraits by Piloty and Kaulbach, admirable stained-glass windows by Seitz, etc.); finally, the Cathedral (Frauenkirche) of the 15th c., containing various noteworthy monuments (Candid's *marble catafalque of the emp. Ludwig, Schwanthaler's Gebsattel monument, etc.). It stands on the Promenadenplatz, rich in statues (Glück's is by Brugger, Kreittmayr's by Schwanthaler), beyond which lies the handsome Maximilianplatz with a fine statue of Liebig. — Lastly, you should see the Gothic Mariahilfkirche and Giesinger Church; the Isarthor, in mediæval style (1875), and the Schwanthaler Museum, holding the bequeathed models of most of his works, whilst no visit to M. could be complete without an inspection of his gigantic, bronze statue of *Bavaria, on the Theresienwiese. It is 62 ft. high to the wreath, and the head, to which heat-loving tourists may squeeze themselves through the neck, can hold 5 people (*view). A Ruhmeshalle, close at hand, contains 80 busts of eminent Bavarians. — Excursions should be made to the Nymphenburg and Schleissheim, two royal manors with beautiful grounds.

Trips from Munich. Numerous and charming trips may be made from the Bavarian capital. One, popular among its good people, is almost de rigueur, viz. that to Starnberg (Hotels: *Bayrischer Hof, recommended; *Bellevue; Wittelsbacher Hof; Söl; Pellet), an attractive spot on a dear little lake, called Starnberg Lake, or Würmsee, 13 m. long and about 3 m. wide. By rail S. is reached in 45 min. (express) on the line to Murnau, which skirts the lake, navigated by
frequent steamers. On the opposite bank you see Schloss Berg near which poor king Ludwig was drowned in 1886. The same line may be continued to **Partenkirchen** (Hotels: *Post; *Stern) and **Garmisch** (Hotels: *Westermeier; *Lamm; *Post; Drei Mohren; Reiser) reached in about 4 h. from Munich, both places amid lovely surroundings. Many excursions. Picturesque old houses at G. On the way thither **Oberau** is passed (3 h. from Munich by express), the station for the **Oberammergau**, where every ten years the famous passion play is acted by peasants (last time in 1890). It is a pleasant drive from Oberau, and it may be prolonged (3 h.) to **Schloss Linderhof**, built for king Ludwig in 1870-8, and full of his eccentricities (adm. 3 M. each p.). In the charming grounds there is a blue grotto with a lake, on which the fanciful and melancholy monarch used to paddle his own swan-shaped canoe. Another of his magnificent, albeit costly, toys — **Schloss Hohenschwangau** — may be approached from this side, past the deep-green Plansee, but it is easier (perhaps) to get there by travelling from Munich to **Füssen**, by a branch line from **Buchloe**, on the railway to **Lindau** (p. 145). From Füssen (Hotels: *Post; Krone; Mohr) it is but a short drive to the village of **Hohenschwangau** (Hotels: *Alpenrose; Schwanssee; Liesl), near which the old castle, modernised by the late king, rises on a rocky hill. Beautiful frescoes by Munich artists. Splendid vistas. Its picturesque position is far surpassed by that of *Neuschwanstein* (3,000 ft.), another one of Ludwig's "fancies" (adm. 3 M. each p.), boldly perched above an abyss, about 1 hour's walk from Schloss Hohenschwangau. Its interior is gorgeous and extremely quaint. The innumerable frescoes are illustrations of Germanic sagas. The Sängersaal imitates the Wartburg (p. 118). Glorious panorama from the tower, from the Jugend (an elevated point), and from the *Marienbrück*, which crosses the Schlucht.

Another pleasant excursion may be made from Murnau (s. above) to the Walchensee, and on to the charming Tegernsee, or the latter may be approached in 30 min. from **Gmund**, at the head of the lake, with a direct railway to Munich (about 2 h.), via Schäftlach, where the line forks. The main line runs on to **Tölz** (3,700 inh. Hotels: *Bürgerbräu* (w. garden); *Post; Bruckbräu* (w. garden); *Kolberbräu*), an antiquated but properous town near the popular watering-place of **Kränkenheil** (Hotels: *Kurhotel; Seilmaier; Artmann*), where excursions abound. Equally popular is delicious **Tegernsee** (Hotels: *Guggemos; Post; Tegernsee; Steinmetz*). — **Boats**: 1 h., 1 M. to 1.40 M., according to number of persons) on the e. bank of the attractive lake. Hence, pleasant roads lead to Schliersee (diligence in 3½ h.), also reached by rail from Munich direct in 2½ h., and to **Wildbad Kreuth** (diligence in 13/4 h.). Both are much frequented summer-resorts. **Schliersee** (Hotels: *Seehaus; Wagner; Post; Seerose*) lies prettily on the small lake of the same name (best view from the **Weinbergkapelle**), whilst Wildbad Kreuth, with a large and excellent *Kurhaus*, on a verdure-clad plain beyond the village of **Kreuth** (Hotel: Obermayer. — Restaurant: *Rainer*), is a station on the road to the **Achensee**, reached in 7 h. by diligence (Route 46).
Forty-sixth Route.

FROM MUNICH TO INNSBRUCK, TYROL.

Bavarian State Railways, from Munich to Kufstein. Austrian Southern Railway (Südbahn), from Kufstein to Innsbruck. Total distance; 109½ m. in about 4 h., by express.

Crossing the Isar, our train, as far as Rosenheim, follows the line to Salzburg (Route 47). We remain on the l. bank of the Inn. At (51 m.) Brannenburg (Hotel: Schlosswirth), a summer-resort, higher mountains are reached (Wendelstein, 5,517 ft., ascendable in about 5 h. Before (62 m.) Kufstein (Hotels: Eggerbräu; Auracher Bräu; Drei Kronen), with the Austrian custom-house, Kiefersfelden is passed, where the peasant open-air theatre (pastoral dramas) attracts many visitors in summer, also the Tyrolese frontier, which lies in a narrow gorge (Klausen). Kufstein, much frequented as a health-resort, has a curious fortress, now mainly a prison. It is accessible on one side only, where all necessaries of life are hoisted up by means of cranes. View from the *Calvarienberg. Kienbergklamm, a well-known watering-place; numerous walks and excursions; ascent of the *Pyramidenspitze (6,000 ft.). We next approach Wörgl, junction for Salzburg (via Bischofshofen) and Vienna, lying on the direct line between Vienna (via Amstetten) and Bregenz, by the Arlberg Route (p. 529).

From Wörgl, the picturesque *Gisela line, the continuation of the Arlberg line (p. 529), runs in an e. direction first to Hopfgarten, station for the ascent of the *Hohe Salve (5,982 ft. in about 3½ h.); then to popular Kitzbühel (Hotels: *Hinterbräu; *Tiefenbrunner; Stern), the constant and charmingly situated centre of innumerable excursions (ascent of the *K. Horn in 3½ h.), and to St. Johann-in-Tyrol (Hotels: *Bar; *Post; Kaiser). Pieberbrunn (Inns: Post; Hammerwirth; Obermaier), a frequented summer-resort, beyond which we rapidly descend to Saalfelden (Hotels: Alte and Neue Post, both good; Oberschneide – Restaurant at the station), likewise a pretty spot. Many excursions, particularly into the *Steinernes Meer, a wild mountainous region (guide advisable), over the Ramseider Scharte (above 6,000 ft.), to the Königsee (p. 535). But the grandest place on this part of the line is Zell-Am-See (Hotels: *Krone, well situated and thoroughly recommended; *Kaiserin Elisabeth, also pleasantly situated; Bahn; Alte Post; Neue Post; Bodingbauer; Lebzelter; Zum Metzer). – Boats: 40 to 80 Kr. per h., according to number of persons. – Steamer round the lake at regular intervals: 55 min., 65 Kr.; Z., 2½ h. by express from Wörgl, enjoys an increasing and well deserved popularity. Its magnificent situation among high mountains can only be gauged from the midst of the lake, which should, therefore, be explored in every direction. Among the numerous excursions in the immediate neighbourhood I can but find room for two. Ascend the *Schmittenhöhe in about 3½ h. Splendid panorama from the top (6,346 ft.), where there is a comfortable hotel (often over-crowded). The other excursion is into the *Kaprun Valley. Kaprun village may be reached from Z. by carriage (4½ G. there and back, or 12 G. per horse inclusive, should you ride it to the Rainerhütte, where plain beds are obtainable). The Rainerhütte, in which you should pass the night, lies 5,332 ft. high. Hence, ascend in 1 h. to the *Mooserboden (6,330 ft.), in the midst of impressive glaciers.

Beyond Zell, the train stops at Taxenbach (Inns: Post: Taxwirth), near
the Fusch Valley and the Rauris Valley, through which Heiligenblut (p. 532) may be reached across the so-called Tauern, grand, but fatigueing mountain tours. Further on, Lend (Inns.; Straminger; post), an important stopping-place as it is the station for famous Gastein, to which a coach and an omnibus ascend in about 4 h. (8½ G.) through the narrow Klam Pass. First the village is passed; then comes Hof Gastein (Hotels: Müller; Moser), the principal place in the valley among high mountains (ascend the Gamskarogl in 4 h.; horse, 8 G.). Finally, 1¼ h. beyond it, Wildbad Gastein (Hotels: *Straminger; *Badeschloss; Weismayr; Schernthamer; Hirz; Germania. — Lodging-houses with baths, but without board; *Moser; *Kitsabethhof; (brider; Schusserhaus, etc. — Post-Office, Schlossplatz. — Visitors' Tax (after the 5th day), 8½ to 15 G., according to class; Poor Tax, 1 G.; Music Tax, not compulsory). Wildbad G., 3,400 ft. above sea-level, has been revolutionised in the last few years. Many new streets. The most picturesque parts, however, are in the old town, built against the e. mountain side, and around the Schlossplatz, the centre of all material and spiritual activity during the season (May-Sept.). The annual number of visitors to this little Alpine Dorado averages 4,000. Many do not come for the hot mineral springs (up to 120° F.), which, said to have been discovered in the 7th c., possess a beneficial action in rheumatism, gout, etc., but (at least partly) for the numerous and charming excursions which abound in the neighbourhood. One of the most frequently undertaken is that to the *Nassfeld, an elevated plateau traversed by G.'s river, the Ache, which, in its immediate vicinity, forms two magnificent waterfalls, 250 and 250 ft. high. From the Nassfeld, ascent of the *Scharneck (10,570 ft.) in 5 h. Many deep cuttings and a long tunnel follow after Lend, past Schwarzaclz, through the narrow gorge of the Salzach, to St. Johann-im-Pongau (3,000 inh. Hotels; *Pongauer Hof; *Post; Luckner; Kreuz; Freim), a beautiful spot amid lovely scenery. Excursion to the *Lichtenstein Klam (4 h. on foot; omnibus to the entrance in 1 h., 35 Kr.) recommended. The second gorge, at the end of which there is a fine waterfall reached through a tunnel, leads to the station at Schwarzaclz (s. above). At ancient Bischofshofen (Hotels: *Bahnhof; *Wetter) is the junction for Selzthal (Vienna) and Salzburg (p. 534), past Golling (Hotels: *Bahnhof; *Alte Post; Neue Post), near the *Schwarzach waterfall, and the grand Lueg Pass, and past Hallein (Hotels; *Aubach; Adler; Sonne; Vogl), with large salt-works, less accessible than those at Berchtesgaden (p. 535), but more productive. The mines are at Dürnberg (adm., 1 pers., 3 G.; e. person more, 1½ G.), and the salt water is conducted to Hallein, where they use it for bathing. A fairly good road runs to Berchtesgaden. The Königssee (p. 535) may be approached both from Hallein (3½ h.) and from Golling (6½ h.) over the Torrenler Joch.

Past Rattenberg and (81 m.) Brixlegg (Hotels: Vogl; Hirsch), both summer-resorts of pleasing aspect, the latter with important mines and well known passion plays, similar to those at Oberammergau (p. 525), we follow the serpentine course of the Inn to (851½ m.) Jenbach (Hotels: *Toleranz, with the dépendance; *Post; Pfrezenschne), a large village in a picturesque site. Hence, a short mountain railway (4 m. long) ascends in 45 min. to the deep-blue Achensee, the most charming lake of the Tyrol. This trip should not be missed on any account. Small steamers navigate it in connection with the trains to and from Jenbach. They leave at the Seespitze (Hotel; Brunner), then run to Pertisau (Hotels: Fürstenhaus; Stephanie), a broad table-land surrounded by steep mountains; *Seehof, a hotel kept by a well-known Tyrolese singer, who loves the English and the Americans much, and their gold coins more; and, finally, stop at the so-called Scholastika, with good inn, the lake station for
Achenkirch (Hotels: *Post; *Adler; Kern), a large village, whence Wildbad Kreuth and Schliersee may be reached (comp. p. 525). Many interesting excursions around the Achensee. Ascent of the U n n u t z (6,812 ft.; 3 h.; guide unnecessary). A curious feature of the Achensee is the "natural selection" of the nationalities that frequent it. The Anglo-Saxons stick to Seehof, the Germans and Austrians do mostly congregate at Pertisau, where the former are exceeding scarce.

Jenbach is also an appropriate starting-point for a tour into the famous Zillerthal, which becomes more beautiful as one advances towards Zell (1,200 inh. Hotels: *Bräu; Daviler; *Post; Weischwurth; Greiserer). 4 h. by coach from Jenbach, and (2 h. further by diligence) Maihofen (Hotels: Neuhaus; Stern: Alle Post. All good), surrounded by magnificent Alpine scenery, the approach to which has been much facilitated by the various Austrian Alpine clubs (comp. p. 480).

The principal stations after Jenbach are Schwaz and (102½ m.) Hall (Hotels: *Post; *Bär; Stern), an antiquated town with important salt-mines and brine baths. The broad Inntal, bordered by lofty mountains, is followed and the river crossed on a high viaduct to 109½ m. Innsbruck, usually spelt Innsbruck (23,000 inh. Hotels: *Tiroler Hof, on the large station square, a well-conducted and thoroughly recommendable establishment, whose obliging proprietor speaks fluent English; *de l'Europe; Sonne; Hirsch; Habsburger Hof; *Kaysor, further away, but first-class, and in a charming site. — Restaurants: Katzung; Kraft; *Austria. Also at the hotels and at the Railway Station. — Cabs: one-horse, 1½ h., 40; two-horse, 60 Kr.; 1½ h., 60 or 90 Kr.; 1 h., 1 or 1½ G. ; to and from the Station, 60 or 100 Kr. — Omnibus to the Iselberg and Ambras; also to and from the Station. — Steam Tramway to Hall [see above]. — Post-Office, Mariatheresienstrasse. — Theater (closed in the summer). — English Ch. serv., at the Liedertafel). Innsbruck was a Roman colony and became Austrian in the 14th c. The old capital of the Tyrol, on the Inn where it receives the Sill, is her most beautiful town, especially in its glorious environs. The Mariatheresienstrasse is the leading thoroughfare and contains many quaint courts and houses, also the *Rudolfbrunnem, commemorating the union with Austria, and a triumphal arch, erected for the marriage of Leopold II. The famous Goldnes Dachl (Golden Roof), an ancient Gothic palace with a gilded roof, rebuilt by Maximilian (14th c.) and now the property of the town, stands in the Herzogfriedrichstrasse, the continuation of the first-named street. — The two other principal attractions of I. are the Ferdinandeum, a rich museum of varying interest, containing pictures, antiquities, books, etc., principally relating to the Tyrol; and the *Cathedral (Hofkirche), built in the Renaissance style (16th c.). It shelters numerous and beautiful monuments, notably that of *Maximilian I, who lies buried at Vienna. It consists of a marble sarcophagus, with richly chiselled episodes from Maximilian's life, on which the kneeling emperor's effigy is raised, and is surrounded by 28 statues in bronze by Peter Vischer and other renowned German artists, who have taken many years to complete them. See the Silver Chapel and the
INNSBRUCK.

*Hofer Monument* in marble. The famous patriot’s ashes were transferred hither from Mantua, where he was shot (1810) in 1823.—Visit the pleasant *Hofgarten*, the *Iselberg* (fine view from the *Belvedere*), *Schloss Amras* (16th c.; rest. 1856-8), with interesting collections and a beautiful park. Carriages to the *Iselberg*, 1 or 1½ G.; to *Amras*, 2 or 3 G. The excursion to *Amras* may be combined with a trip to *Igls* (*Hotel: *Iglerhof*; beautifully situated and thoroughly recommended), a delicious spot above Innsbruck, among high mountains, and well adapted for a lengthened stay. Pure air. Splendid woods. Easy and charming carriage-drive (3 m.); post-omnibus.

As already noted above, Innsbruck is the junction for the *Arlberg Railway*. a magnificent route, albeit less grand and bold than the St. Gotthard (p. 248). It was completed in 1884 for the State, after many difficulties, which cannot be called at an end even now, as landslips are frequent. The total distance from Innsbruck to Bregenz, on the Lake of Constance (p. 148), is about 120 m., covered by the express trains in 5½ h. These comprise “panorama-cars,” for which an extra payment has to be made, and through carriages are run between Vienna and Paris, via Bâle, which leave the main line at Feldkirch (p. 175), travelling by Buchs and Zürich. Many viaducts and tunnels, the chief among the latter traversing the Arlberg at an altitude of 5,400 ft. It is 6½ m. long and has cost £ 1,500,000. It
lies between St. Anton (Hotels: *Post; *Adler: Stern), a beautiful spot, and Langen, 18 kilometers beyond Landeck, distant about 45 m. from Innsbrück. Landeck (1,600 inh. Hotels: Post, excellent; Schwarzer Adler; Goldner Adler), on both banks of the Inn, under the shadow of an old fortress, has a picturesque situation (ascent of the *Lötz erklamm). It is, also, an important centre for travellers, inasmuch as it forms the starting-point or goal for the Engadine and Meran tours (comp. p. 190). Coming from Innsbrück, you pass Zirl (Hotels: *Lowe; Post), a village romantically seated under the perpendicular *Martinswand, where the emperor Maximilian had a narrow escape in 1493. To the exact spot, marked by a cross, a footpath ascends from the station in about 1½ h. Diligences run from Zirl to Partenkirchen (p. 525) via Mittenwalde in about 7½ h. Beyond Zirl lie Telfs (Inns: *Post; Lowe) and Imst (Inns: *Post; *Lamm; Sonne), from both of which places a beautiful road leads, past charming Lermoos (Inns: *Drei Mühren, recommended; *Post), surrounded by high mountains, and picturesque Reutte (Inns: *Adler; *Hirsch; Post) to Füssen (p. 525).

From Innsbrück, southward to Ala for a distance of 141½ m. by rail, runs the Südbahn, vulgo Brennerbahn, the earliest railway across the Alps, being completed in 1867 after only 3 years of toil. The main portion, between Innsbrück and Bozen, cost 32,000,000 G. The engineering difficulties to be overcome were of a serious nature (30 tunnels, 60 large viaducts and bridges), but less formidable than those on the St. Gotthard line. Nor is the Brenner to be compared to the latter for the beauty of its surrounding scenery. The Südbahn provides "view-carriages" (for which an extra-charge is made) and panoramic albums, which are as attractive as they are useful. The highest point of the line is reached at Brenner (4,467 ft.), the watershed between the Black Sea and the Adriatic, 1 h. 20 min from Innsbrück in the express. From here the train descends to Brennerbad (Hotels: *Sterzing Hof; Badhaus), a much frequented watering-place, with mineral springs similar to those at Gastein (p. 527). Gossensass (Hotel: *Gröbner), also a favourite summer-resort, and Sterzing (1,400 inh. Hotels: Alte and Neue Post, both good; Rose; Adler; Krone), an old Roman town, are the next stations. Sterzing has many quaint houses and a fine church of the 16th c. (Pfarrikauf). It lies in the midst of glorious mountain scenery. Hence, Meran (p. 195) may be reached in 12 h., through the Passeierthal, made famous by Andreas Hofer's heroism, and over the Jaufen. At St. Martin they show his house, now a Hofer museum and the property of the Tyrol, in which he was born (1767), also the hut where he was captured in 1810.

The express next (2 h. 20 min. from Innsbrück) halts at Franzensfeste (good restaurant at the station), a large fortress, with a few houses, junction for Villach (see below), and then goes on to Bozen, past antiquated Brixen (3,400 inh. Hotels: *Elefant; Stern; Adler; Sonne), the former capital of an independent bishopric (interesting Dom), through the picturesque valley of the terrible Eisak, narrowest at Klausen, with the monastery of Säben (rich treasury) on an overhanging rock, and at Waidbrück (Hotels: *Sonne; Krone), under the shadow of the Trostburg, a fine castle of the counts Wolkenstein, but broadening out near Bozen into a fertile plain (Bozener Boden), famed for its wines and fruit. Bozen, in Italian Bolzano (11,000 inh. Hotels: *Victoria; *Kaiserkrone; de l'Europe; Russen; *Gref; Mondschein; Erzherzog Heinrich; Steigl; Bad). — Restaurants: Schgger, with garden; Larcher; Tschugguel; Seidner. Also at the hotels. — Cafés: National; Kusseth. — Photographs [very good] at Moser's. — Theatre, only in winter) possesses already an Italian character, with its arcaded streets (Loben) and picturesque houses. It has always been an important centre of international commerce, and its wine and fruit trade is very considerable at the present time. See the *Pfarrikauf (14th and 15th c.), which has a beautifully worked spire; Natter's
Walther v. d. Vogelweide monument on the Johannisplatz; the interesting fruit-market; the Talfer bridge, whence a good view of the Schlern and the Dolomites may be obtained, etc. Ascent of the Calvarienberg; the Ritten, etc. Excursions to the Runkelstein, a restored and splendid Schloss; to Fondo (7 h. by diligence), along the new Mendel road, which leads to Mals and Tirano (p. 191), etc. There are many other charming trips to be made from Bozen, whence a branch line runs to Meran (p. 195). The popular Luftwurort Gries (Hotels: *Austria; *Sonnenhof; Bellevue; Grieser Hof; Badl; Trafoier; Kreuz), near the above-mentioned Talfer bridge, is now considered almost a part of Bozen. Frequent omnibuses (carriage, 1½ G.). B. is about 4 h. by express from Innsbruck.

Beyond B., the line runs further southward to Trento (p. 299), Mori (p. 298), with a branch line to Riva (p. 299), on the lake of Garda, and on to Ala (p. 303), for Verona and N. Italy.

Pusterthal Dolomites. The famous Pusterthal branches off from Franzensfeste, and is traversed by the Marburg line of the Südbahn (236 m. in 8½ h. by express). It connects at Marburg with the main line between Vienna and Trieste (Route 49). The construction of the Pusterthal railway has materially facilitated the access to this part of the Tyrol, particularly to the weird and beautiful Dolomites, so named after Dolomieu, who first called attention to the jagged and fantastic forms of those lofty mountains (see A.B. Edwards, "Untrodden Peaks and Unfrequented Valleys").

To get a fair insight into the Dolomite region, take rail from Franzensfeste as far as Toblach (Hotels: *Südbahnhotel; Germania; *Walhof; Ploner; *Adler; Kreuz; *Mutschlechner), about 2 h. by express. Here commences the magnificent Ampezzo road to Cortina (diligence or omnibus in 4 h.: 1 G. 70 Kr. to 2 G.; private carr. 6 or 11 G.), past Landro (Hotel: *Post) and Schluderbach (Hotel: *Ploner), two favourite summer-resorts amid grand scenery. Numerous excursions. At Landro, in German Höhlenstein, the mighty group of the Monte Cristallo (10,796 ft.), with its glacier, the Cristallin, and the Piz Popena (10,609 ft.), above the Val Popena, may be admired in clear weather. The whole road is beautiful and constantly varying in its aspects. Cortina (Hotels: *Croce Bianca, highly recommended; *Aquila Nera; Cortina; Stella d’Oro; Anker), abbreviated from Cortina di Ampezzo, lies charmingly in the broad and fertile valley of the Boite, mainly inhabited by Italian Austrians or Italian Italians. Fine view from the Caponile, finer still from the Belvedere (1 h.), which a finder of mine corrupted into Biervedere, as it happened to be foggy and he did not see anything beyond beer drinking. Excursions plenty as blackberries (to the Ghedina Lake, 1 h.; the Sorapiss Lake, 4½ h.; the valley of Traveranzes, etc.). Ascent of the Nuvolau (4½ h.), the Seekofel (6 h.), etc.

Most people stop at Cortina. This is a serious mistake, as the road toward the Italian frontier, either to Belluno or Vittorio, railway stations both, is, if not finer than, at least as fine as, the road between Cortina and Toblach. Diligences, carrying the mails, run between Cortina and Belluno, but I advise you to hire a private conveyance (bargain!). The journey lasts the better part of a day. The chief objective of the traveller is Pieve di Cadore (Inns: Sole; Progresso; Angelo), which lies most romantically, about 19 m. beyond Cortina, on a high and rocky promontory above the Piave. It is the most notable place in the Cadore valley. In an old house, adjoining the Piazza Tiziano, adorned with del Zotto’s bronze statue of the master, the great Tiziano Vecellio was born in 1477. The indifferent church shelters one of his supposed pictures. Next follow Ferraro and Longarone (Inns: Posta: Roma), the latter in a picturesque site, about 35 m. from Cortina. At Polpet, a short distance beyond Longarone, the road to Vittorio (Hotels: Vittorio, with garden,
very good: Giraffa), whence rail to Venice, etc., branches off (omnibus from Longarone in 2 h). Belluno (10,000 inh. Hotels: *della Alpi, excellent in every way, warmly recommended; Cappello: Leon d'Oro) has a superb situation on a hill, between the Ardo and the Piave. Quaint market-place. Interesting cathedral, built by Palladio and restored after the earthquake of 1873. Rail to Padua. Diligence to Vittorio.

**HEILIGENBLUT.**

in 5 h. Many beautiful excursions. The one to *Agordo (Inn: Albergo alle Miniere), which can be done in an afternoon, should not be omitted. Thence, Cortina may be reached via Caprile, along a beautiful road. It is not much longer than the highway between Belluno and Cortina, but not nearly so good as the latter from Cortina to Agordo. There is a direct railway from Belluno to Padua (about 3 h.). At old Feitre, 1½ h. from Belluno, the road to Primolano commences, which may be continued to Trento (comp. p. 300).

About 1 h. beyond Toblach, by express, we halt, past Innichen, a sulphur spa, at Lienz (3,000 inh. Hotels: *Post; Adler; Lamm; *Rose), the Roman Aquontum, charmingly situated at the junction of the rivers Drave and Isel, right under the Spitzkofel (8,915 ft.) and other Dolomite mountains. Ancient Lieburg; Lienz is the most convenient starting-point for Heiligenblut on the s. side. Rail as far as Dölsach; then diligence to H. in 3½ h. (private carr., 12 or 20 G.). Heiligenblut (Inn: Bernard) lies 4,265 ft. high, amid grand surroundings. It owes its name to the "holy blood" of Christ, which St. Briccius brought over with him from Constantinople, and which is now kept in a beautifully ornamented vessel, in the church overlooking the
valley. H. is a good centre for excursions, like Kalz and Windisch-Matrei, both with tolerable inns. Kals may be approached from Heiligenblut over the Berger Thörl, in 7½ h., and Windisch-Matrei from Kals, over the grand Matrei-Kaiser-Thörl, in 5 h. The *Gross Venediger (12,665 ft.) is easiest ascended from Windisch-Matrei (8 h.; guide, 11 G.); the *Grossglockner (12,455 ft.) from Kals (8½ h.; guide, 7½ G.). The ascent of the latter is usually made from Heiligenblut (9—10 h.; guide, from the Glocknerhaus, 9 G.). Less ambitious climbers should at least go as far as the Glocknerhaus (with good beds), 3 h. on foot or horseback (5½ G.), and the *Franz Josefeshöhe (1⅔ h. further), for a full view of the magnificent Pasterze Glacier, the largest in the Austrian Alps.

The Pusterthal railway, after Lienz, goes on to Spital (Inn: Post), with a fine Schloss of Prince Porzúa, near the pretty lake of Millstatt; Villach (6,000 inh. Hotels: *Moser: Post; *Tarnmann), junction for Laibach and Udine (p. 305), romantically situated in the valley of the Drave, under the shadow of the Dobratsch (7,070 ft.; ascent in 6 h.) and of other peaks; and Klagenfurt (20,000 inh. Hotels: *Kaiser v. Oesterreich; *Kärntner Hof; *Moser: Sandwirth), the picturesque capital of Carinthia, with a palace of the archbishops, a rather interesting museum, etc., also a fine park on the Kreuzberg. Klagenfurt is connected by a canal with the lake of Wörth, on which steamers ply. Villach has warm springs and a good Kurhaus.

Forty-seventh Route.

FROM MUNICH TO SALZBURG.

Bavarian State Railways. 95 miles in 2½—3 h., by express.

As far as Rosenheim (p. 526) the line is the same as that to Innsbrück; it then branches off to Prien, with a short offshoot to the Chiemsee, the largest lake in Bavaria (12 m. long, 7 m. broad, and 512 ft. deep in the deepest part), which lies 1,650 ft. high. It has 3 islands, reached by the small steamer navigating it. On the largest stands the Schloss Herrnchimsee, one of those magnificent castles in the air which the late king Ludwig II was fond of building out of State cash (adm. daily, 3 M. each p.; good hotel-restaurant in the old Schloss). Herrenchiemsee, erected by Dollmann, is, strange enough, an exact copy of the Versailles palace, only more beautiful and costly, built up by the most German of German princes. The Chiemsee abounds in fish and excursions. It is the place to spend many happy days, therefore even better than Rosherville.

One of the next stoppages on the main line to Salzburg is Traunstein (4,500 inh. Hotels: *Post; *Wiespauer), a pretty Soolbad which gets its saline waters from Reichenhall (3,000 inh. Hotels: Kurhaus; Kurhotel; *Deutscher Kaiser; *Louisenbad; *Marienbad; Maximiliansbad; Bad Kirchberg; *Bavaria; de Russie; Bahnhof, with garden; Post. — Restaurants and Cafés: *Mayr, with garden; *Niedermaier; Fischerbraukeller. Also at the hotels. — Visitors’ and Music Tax, after the 8th day, according to number. — Post-Office, Markt. — English Ch. serv.), a well-known watering-place in Bavaria, 3 h. by diligence from Traunstein, or 24 min. by rail from Freilassing, the last station on the main line before Salzburg. Reichenhall, although a Bad, is not so bad. It has twenty springs competing for the honour of 100° F.,
brine baths, many doctors, even in the shape of pure air, soothing music and numerous promenades and excursions within a charming district, partly Austrian. About 2 h. farther, on the same branch line, lies Berchtesgaden, but this delicious spot is usually and preferably visited from **Salzburg** (28,000 inh. **Hotels**: *de l'Europe*, with garden; *Netböck*, well recommended; *Oesterl. Hof; Erzherzog Carl; Goldenes Schiff; Salzb. Hof; Krone; Hirsch; Horn; Pitter; Steinlechner; Gablcrbräu. — **Restaurants**: Kurhaus (often music). Also at all the hotels, and at the Railway Station. — **Cafés**: *Bazar; Tomaselli; Lobmayr; Koller. — **Cabs**: to and from the Station, 60 or 100 Kr.; 1/4 h., 30 or 40; 1/2 h., 50 or 70 Kr. Higher fares after dark. — Engl. Ch. serv.,

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**SALZBURG.**

German Evang. Ch. — Post-Office, Residenzplatz). Salzburg, the capital of an independent Austrian duchy and crown-land (since 1816—49) is one of the most picturesque towns of the empire. Its high position (1,352 ft.), enclosed by the Kapuzinerberg and the Mönchsberg, between which the turbulent Salzach flows, cannot but be called superb. Moreover, it has many attractions. The Mönchsberg, overshadowing
the old parts of S., is crowned by the old fortress of Hohen-Salzburg (adm. 20 Kr.), founded in the 9th c., from whose Folterthurm the panorama is, perhaps, the finest in S. Both the Mönchsberg and the Kapuzinerberg offer many walks, shaded groves, and beautiful viewpoints. In a part of the Mönchsberg (electric lift in 2 min. from the Gstättengasse) are the curious rock-vaults, which date from a very early period, and belong to the Burial Ground of St. Peter, near the restored church of St. Margaret and the Franciscan Church (Roman. south *portal; Pacher’s “Madonna”). A curious tunnel (Neunztor), 150 yards long, pierces the Mönchsberg, leading to Hagenauer’s statue of St. Sigismund. — In the old quarter of the town are the Renaissance Cathedral (17th c.), built by S. Solari, holding a beautiful font in bronze of the 14th c.; the Residenzschloss of the grand duke of Tuscany on the Residenzplatz, adorned with Dario’s handsome Hofbrunnen, 46 ft. high (1664); the interesting *Mozart Museum (50 Kr.), in the house where the great composer was born (1756); and his *statue, by Schwanthaler, on the Mozartplatz. — Another Mozart souvenir stands on the Kapuzinerberg, reached by 255 steps, viz. the Mozarthäusern, in which he composed “the Zauberflöte”. It was brought from Vienna. Near it, the Stadtanssicht; glorious survey. — Visit the attractive Stadtspark, in which the Kurhaus stands. — Apart from Mozart, the far-famed painter Hans Makart was a native, and Mozart’s dwelling-house is in the Makart Square.

Excursions from Salzburg. They are many, and I am only able to indicate a few. First visit Aigen, a beautiful chateau (with *park) of Prinz Schwarzenberg, at the foot of the Gaisberg (4220 ft.), to the summit of which a mountain railway, opened in 1887, ascends in about 40 min. from Parsch, the first station on the Bischofschofen line (p. 327) beyond Salzburg, to which station frequent omnibuses run from S. in connection with the trains. There is an excellent hotel on the top; delightful panorama. Other trips may be made to Hellebrunn, an imperial castle, with park and fountains playing on Sundays, 3 m. to the S.; to Leopoldskron, another chateau; to Gaisberg yet another one (Glanbach waterfalls; Fürstenbrunnen, etc.), and to the pretty pilgrimage-church at Maria-Plain.

Königssee. But the paramount excursion from S. is the one to Berchtesgaden and the Königssee, the grandest lake in the German Alps. It is easily done in one day. The steam tramway (through tickets to the Königssee, and back, 2½ G.) takes you as far as the Drachenloch, where carriages are waiting to convey you to Berchtesgaden, beyond the Austrian frontier. It is a charming Bavarian townlet (2,000 inh. Hotels: *Bellevue, excellent in every respect; Leuthaus; Post; Jahreszeiten; Walzmann; Salzburger Hof; Bör; Löwe; Königsallee. — Many Pensions. — Café: Forstner), with noted saline baths and innumerable walks and excursions around, the most popular and enjoyable among which is the one to the dark-green Königssee, 1½ h. from Berchtesgaden. Arrived upon its shores, the best plan for you is to take a ticket for a circular boat-trip (4½ h.; 1½ M. each). Many sturdy girls are among the rowers, who fire off blunderbusses, where the perpendicular mountains are highest, and repay the trouble by splendid echoes. At the lower end of this glorious lake is the Salzetalp, at which point the boats remain for a short time, to enable visitors to walk to the Obersee, a lovely and grand sheet of water among the loftiest mountains, that seem to shut it off on all sides except one, where a solitary villa rises out of the barren waste. The Königssee, albeit
very deep, freezes in winter now and again. As soon as the surface is hard, skaters arrive in their hundreds from Salzburg and everywhere, to have a "spin" amid unique and grandiose surroundings. The famous salt-mines of Berchtesgaden (adm. 1½ M. each p.) are usually visited upon the return journey to Salzburg. Though no longer so productive as of old, they remain an extremely curious feature of the place and well worthy of an inspection. A special dress and a candle are provided for this "personally conducted" tour, which includes "navigation" on an artificial lake. Finally, you are shot out of the mines on a miners' trolley, moving along rails at a terrific pace.

Salzkammergut. By the recent opening of the railway lines between Salzburg and Mondsee, and between Strobl and Ischl, a visit to the Salzkammergut from the W. has been much facilitated. This highly picturesque region of Austria, named "Austrian Switzerland", has an area of about 230 sq. m. and 18,000 inh., and it lies between Salzburg and Styria. It is a happy combination of high mountains (Dachstein, 9,830 ft.) and the sweetest lakes imaginable. From the stand-point of the tourist, the Salzkammergut, so named from the Imperial salt-works that are situated within it at Ischl, Ebensee, and elsewhere, is, therefore, a hunting-ground of no mean order, but, otherwise, it is a poor country. Latterly the Salzkammergut has been much run after; consequently, prices are very "stiff" in the holiday season. Being at Salzburg, your best plan is to "intrain" for Mondsee (about 1 h. 20 min.). At Mondsee (1,500 inh. Hotels: *Krone; Post; Währer) embark upon a lake steamer for Scharfling, the station for the *Schafberg, the "Austrian Rigi", the ascent of which should be undertaken in any case. New railway to the summit. Fair inn, often overcrowded in the
THE KÖNIGSSEE NEAR SALZBURG.
summer. Beds should be engaged beforehand. Magnificent panorama.

Descent either to Unterach (Hotels: *Schiff; Post), a prettily situated summer-resort on the See-Ache, as it flows from the Mondsee into the Attersee, also called Kammersee, the largest of these Austrian lakes; or to St. Gilgen (Hotels: *Post; Kendle; Ramsauer), an attractive village on the W. bank of the St. Wolfgangsee. Steamerettes to St. Wolfgang (Hotels: Peter; *Dressl, w. terrace on the lake; Schader), a much frequented health-resort (famous *altar in wood by Pacher in the Gothic church) and to Strobl (in 55 min.), whence rail in 30 min. to Ischl (Hotels: *Kaisera; Elisabeth; *Austria; *Bauer; Post; Kreuz; Victoria; Erzth. Fr. Karl; Stern; Krone; Bair. Hof; Adler; Rudolfs-höhe. Many have pleasant gardens. — Restaurants: Kursalon, with

Ischl, The Austrian Harrogate.

café and reading-room. Also at the hotels and at the Railway Station.

- Cafés: Walter; Ramsauer; Zauner; Rudolfs-höhe. — Cabs: to and from the station, one-horse. 60; two-h., 80; within the town limits, 40 or 80 Kr. per drive. Higher fares after dark. — Theatre [in summer]. — Music, several times daily, more than enough to soothe the most savage breast. — Visitors’ Tax and Music Tax [after the 12th day], according to number in party. — Engl. Ch. serv.). The Austrian Harrogate, whose waters are efficacious in bronchitis, scrofula, gout, etc., to my way of thinking, is much more disappointedly situated than either Gmunden or Hallstatt, but what is that to Fashion (with a big F.)? It has decreed that L. is the watering-place of the Salzkammergut par excellence, and even the Emperor has had to bow to its ukase by residing with the Imperial Family in a beauteous villa, surrounded by a magnificent park. L., mainly laid out on a valley peninsula, formed by the
Traun and Ischl, is traversed by several lovely walks and ornamental gardens, adorned with fountains, etc. In the Wierpark are the Kursalon and a large bust of Dr. Wirer von Rettenbach, who has made the place what it is. Apart from salt, mud, and other baths, I. has plenty of hunting and trout fishing.

Ishl lies on the railway which, northward, runs to Attnang (1½ h. by express), junction with the line from Salzburg to Vienna (Route 48). The former skirts the charming Traunsee, between Ebensee (Hotels: *Post; Lehr) and Traunkirchen (Hotels: Stein; Post; Furgstaller), beyond a long tunnel; then leaves the lake for a while, but nears it again at Gmunden (6,600 inh. Hotels: *Bellevue; *Austria; *Schiff; *Mugha; Kione; Post; Brunner; Sonne: Kogi; Hirsch. Restaurants

Gmunden.
Kursalon, with café [often music], reading-room, and large terrace. Also at the hotels and at the railway station — Cafés: Nöstlinger; Pürstinger; Paradeisgarten. — Visitors' Tax and Music Tax [after the 6th day], according to number in party — Theatre [in summer]. — Cabs: within the town limits, one-h., 70; two-h., 100 Kr. per drive. Higher fares to and from the railway stations; also after dark. — Boats: 1 h., 60 Kr. w. one rower; 80 Kr., with 2 rowers). The site of G. is beautiful. One overlooks the whole Traunsee, encircled by lofty mounts, among which is the Traunstein 5,538 ft., ascendable in 5 h. Many villas deck the wooded slopes around G. One of them belongs to the duke of Württemberg, another to the famous Lucca. The best way to see the lake and G., after climbing the Calvarienberg, is to embark upon a steamer for Ebensee, or hire a boat, to go at least as far as Orth, with its two castles of an eccentric archduke
(Johann of Tuscany, the late "Johann Orth"), one of which stands upon an island, connected with the mainland by a bridge. The principal excursion from G. is to the *Traun Falls (by train to Traunfall station, or by carriage — a charming drive!). Another mode of reaching them is on a salt-barge from G. (twice weekly in 1½ h., 1¼ G.). It shoots several rapids in a manner exciting but not dangerous.

Southward, the Kronprinzrudolfbahn runs to Hallstatt (Hotel: *Seeauer), the station for the townlet of the same name, nestling against the rocky slopes of a steep hill on the opposite bank. Small steam-ferries run forward and backward in 8 min. between the railway station and the landing-place near the above hotel, whence an upward street leads to the quaint church and the adjacent museum of skulls — an extraordinary spectacle! Fine views from the terrace of that church, from the Rudolfthurm, etc. Pretty walks to Obertraun, the falls of Waldbach-Strub (1 h.), etc. The beautiful lake, 5 m. by 1½ m., should be explored in a row-boat or steamer (circuit twice daily, 50 Kr.). It is enclosed on 3 sides by lofty mountains, over 6,000 ft. high: — the Thorstein, Sarstein, *Dachstein, etc. The latter, surrounded by glaciers, is ascendable in about 10 h. from Hallstatt (guide, 10 G.). Extensive panorama. Many other excursions and ascents.

The Kronprinzrudolfbahn continues in a s. e. direction to Aussee (Hotels: Hackl; Erzherzog Fr. Carl; *Erz. Johann; Sonne; Wilder Mann; Schober; Badhotel Elisabeth, with baths; *Kuranstalt Alpenheim. — Restaurants: *Kurhaus, with reading-room. Also at the hotels. — Café: Vesco. — Omnibus from the station, 30 Kr. — Cabs: 1 or 1½ G. — Visitors' Tax, after the 8th day, 3 G.; Music Tax, etc.)
G.), a well-known health-resort with brine baths, charmingly situated upon the banks of the Traun, near Alt-Aussee (1 h.), on a pretty lake and in the thick of numerous excursions (to the Grundlsee, by the Schramm), with a fine vista; the lake of Töplitz, etc.). Ascent, of the Loser (6,000 ft.; 3 h.).

The same railway goes on to Steinach-İrdning, where it joins the line to Bischofshofen (p. 527) and Seltzthal, junction for St. Michael, on the direct railway between Vienna and Venice, via Pontebba-Udine (p. 319), also for Bruck, on the line between Vienna and Trieste (Route 49). All these lines run through very beautiful scenery.

Forty-eighth Route.

FROM SALZBURG TO VIENNA (VIA LINZ).

Kaiserin-Elisabeth-Westbahn (Austrian State Railways); 195 miles in 6¾ h., by express.

The direct trains between Paris and Vienna on the Arlberg route (p. 526, 529) do not run via Salzburg and Linz, but via Selzthal and Amstetten (see below). The Salzburg express, in 1½ h. reaches Attnang (p. 538), junction for Gmunden and Ischl (Route 47), then runs to old Lambach, with a branch line to Gmunden (p. 538), and to Wells, junction for Simbach (custom-house), the first Bavarian station on the way to Munich (p. 519). 3¾ h. beyond Salzburg, the train stops at (77½ m.) Linz (47,000 inh. Hotels: *Erzherzog Carl; *Krebs; Adler; Zainiger Hof; *Stadt Frankfurt; Kanone; Schiff; *Drei Mohren; Ferihumer [at Urfahr]. — Restaurants: *Hatschekkeller, a curiosity; Volksgarten [music]. Also at the hotels and at the Railway Station. — Cafés: Seitz; Reith; Steinböck; Derflinger; Traxlmayer. — Tramway through the town to Urfahr. — Cabs: to and from the Station, with one h., 60; w. 2 h., 100 Kr.; ¾ h., 50 or 70 Kreuzer. — Post-Office, Domgasse. — Theatre). L., the Roman Lentium, the present capital of Upper Austria, lies romantically on the r. bank of the Danube, facing Urfahr, to which a long iron bridge of 308 yards, resting on 6 granite pillars, leads. The famous fortifications of the archduke Max of Este have been dismantled. Apart from the *Museum Francisco-Carolinum, with good collections, a handsome frieze, etc., and the Capuchin Church, sheltering the tomb of Montecuccoli, L. itself does not offer much, but its surroundings are very attractive. Fine views from the Jägermayr, the Franz
Josef Tower, and the Pöstlingberg (1,762 ft.). Excursion to Hall, a frequented watering-place, with iodine springs and a new Kurhaus (Hotels: Elisabeth; Budapest; Erzh. Carl. — Visitors’ Tax, 4-6 G.). Many tourists leave the train at L., to ascend the Danube to Passau (p. 483), or descend it to Vienna (8 h., in comfortable vessels). The latter trip is highly delectable and may be recommended. The prettiest spot is beyond Grein, 2 h from Linz, where the steamer passes through the once dangerous Strudel, at which spot the Danube is divided by a large island, followed by the Wirbel, at the end of the defile. Further down, Melk is passed (see below), Schloss Dürnstein, which tradition has made a prison of Richard Cœur de Lion (12th c.), and Stein, separated from antiquated Krems by a suppressed Capuchin monastery.

Beyond Linz, the railway to Vienna reaches Enns, the Roman Laureacum, with the curious watch-tower of Maximilian II (16th c.) on the market-square and Schloss Ennseck, belonging to the Auersperg family, on a height; then (92½ m.) St. Valentin, junction for Budweis, Pilsen, and Prague, and Amstetten, the junction referred to on p. 540. The line approaches the Danube, and skirts it between Melk (s. above) and Pöchlarn — its most picturesque portion. At Melk is the famous *Benedictine Abbey, in a fine position, on a rock high above the river. Interesting interior (*Melker Kreuz of embossed gold). Melk is mentioned in the Nibelungenlied, like Pöchlarn, the home of Rüdiger of Pöchlarn. Beyond (157 m.) St. Pölten (11,000 inh. Hotels: Kaiserin v. Oesterreich; Krebs), with a noteworthy Abteikirche, a mountainous region is traversed by two long tunnels. Chateaux and pretty villas increase as we approach

195 m. Vienna, in German Wien (Veen), in French Vienne (1,364,548 inhabitants, with the incorporated suburbs). The Roman Vindobona lies on a broad plain, along the s. arm of the Danube, or Danube Canal, around its junction with the river Wien, from which the modern name is derived. V. has had importance at an early date, both as a commercial centre — at the time of the Crusades, and when it became the capital of the Habsburgs (1276) —; and as a fortress, the mighty and effectual bulwark of European civilisation and of Christendom in the struggle
against the Infidels. Of the two sieges by the Turks, the one in 1683, broken up by Sobieski, is the most famous. V. has never seen a conqueror within its walls, except when the French occupied it for a short period in 1809, after Wagram. Its old fortifications are no more, at least the inner fortifications, upon the site of which the magnificent Ringstrasse was opened since 1858. The various Viennese Congresses are, of course, well known. The most renowned one, in 1814 and 1815, "settled" Europe for the time being. The abortive one in 1855, in connection with the Eastern imbroglio, is less notorious. Ever since 1860 V. has grown more beautiful every year. Apart from Paris, there is not a finer capital in Europe, and the accumulation of imposing structures within a, comparatively speaking, narrow compass, is almost overwhelming. Bäuerle's dictum:

's ist nur a Kaiserstadt, 's ist nur a Wien!

has, therefore, remained a great truth not merely in the popular imagination. In the near future V., now divided into 19 districts, will become even more imposing by the grand extension decided upon, and quite recently by the completion of the Gürtelstrasse, or Outer Ring Street.

Hotels in the Stadt: *Imperial; Grand; Bristol; Royal; Sacher; de France; Métropole; Munsch; Meissl; Erzherzog Carl; Stadt Frankfurt; Kaiserin Elisabeth; d'Autriche; Müller; König von Ungarn; Ente; Stadt London, a. o. Leopoldstadt: *Continental; de l'Europe; *Kronprinz von Oesterreich; Weisses Ross; *National, a. o. Landstrasse: Hungaria; Adler; Nagler, a. o. Wieden: *Goldnes Lamm; Victoria; Stadt Triest, a. o. Mariahilf: Englischer Hof; G. Kreuz; Kummer, a. o. Neubau: Höller, a. o. Josefstadt: Hammerand. Alsergrund: *Bellevue; *Union. Like elsewhere in Austria, table d'hôtes are not the rule at V. hotels. Dinners a la carte are served in the Speisesaal. Those in the restaurants, belonging to the hotels, but frequently under separate management, are as a rule cheaper. — Numerous Hotels Garnis, Boarding-Houses, and Pensions. Anent their quality, natives are the best guides. — Restaurants: Lang; *Breying; *Sacher; Schneider; *Rother Igel; Goldne
ENTRANCE OF THE PRATER IN VIENNA.
Kugl; Michaeler Bierhaus (beer); Drei Raben (beer); Stefanskeller (wine); Lehner (beer); Esterhazy Keller (Hungarian wines); Bodegas (Spanish wines); Tommasoni (Dalmatian and Tyrolean wines), a. o. Austrian wines, including Hungarian, Tyrolean, and Dalmatian, are generally very good. Try "Weidlinger", "Voslauer", "Gumpoldskirchener", Austrian w. wines; "Erlauer", "Ofener", "Carlowitzer", Hungarian red wines; "Tokayer", "Schomlauer", "Ruster", H. white wines. The cuisine in Austria is, generally speaking, very good, albeit somewhat heavy and rich betimes. It has many peculiarities and strong, weird names. Maize ("corn") is a popular dish and eaten in the American way, off the cob. Fruit plentiful. — Cafés: *de l’Europe; Central; Schrangl; de l’Opéra; Scheidl; Arcaden-C.; Corso; Ferlès; Pucher, etc. They are very numerous. Consequently, only a few names can be given here. Most of them remain open till the small hours of the morning and many all night. — Omnibuses and Tramways through the Ringstrasse and leading thoroughfares. By the latter, the stations of the State, Western, Southern, Northern, North Western, and Franz Josef Railways are brought into communication with each other. The system is very complex, but fares rule low. Steam Tramways to outlying districts. — Cabs: one-horse ("Comfortables"), within the city boundaries, but not including the railway stations and the Prater, \(\frac{1}{4}\) h., 50; \(\frac{1}{2}\) h., 60; 1 h., 100 Kreuzer; two horse ("Fia-ker"), 70, 100, 200 Kr. Higher fares to and from the railway stations, and after 11 p. m. To the Prater, Ottakring, Hernals, etc., one-h., 120; two-h., 200; to Schönbrunn, Hietzing, etc., 160 or 250 Kr. Vienna has a Mauth for local taxation, and luggage is "inquired into" each time you cross the fiscal ceinture — a nuisance! — Steamers (on the Danube) frequent. The larger ones to Linz and Budapest cannot enter Vienna; passengers for such are conveyed by smaller vessels, upon the arrival and departure of the former. Inquire at your hotel. — Post-Office, Postgasse; Telegraph Office, Börsenplatz. — Telephones (numerous, indicated call-offices) belong to the State; 5 min. conversation, 20 Kreuzer.
A BOULEVARD IN VIENNA.
Theatres: Opernhaus (operas and ballets); Hofburg (dramas, comedies, etc.); Deutsches Volkstheater (ditto); T an der Wien (dramas, operettas); Carl-T.; Josefstadt-T. (popular dramas, farces, etc.); Volkstheater (Prater), in the summer only. There are other popular theatres in summer. — Music: popular concerts, military band, or Strauss’s orchestra, in the Volksgarten (p. 546); also in the Augarten, the cafés in the Prater, at Vogelsang’s, in the Rathhauspark, at the Kursalon of the Botanic Garden, the Sophienbad, etc. In winter, the principal classical concerts take place at the Musikverein. There are a great many popular resorts, like the Orpheum, the Sophienbad, etc. — The Verein für Stadttinteressen, Jasomirgottstrasse, gives strangers every information, free of charge — English Club, Hotel Erzherzog Carl.

British Embassy, Metternichgasse; Consul-General, Schwarzenbergstrasse. American Ambassador, Schwindgasse; Consul-General, Wasagasse. — English Church serv., British Embassy (Christ Church); Presbyterian, Eschenbachgasse.

Principal Attractions. A very fair general idea of V. may be obtained by simply walking or driving through the Ringstrasse, which appears to have been constructed for future generations, because the parts that are most animated in the day time look deserted and dead soon after 10 p.m. In this respect the Kaiserstadt differs from Paris and Berlin entirely. The habits of the good burghers have something to do with their early retirement. By ten they are supposed to turn in; the front-door is locked, and Cerberus only unlocks it when sesame! takes the shape of a ten-Kreutzer piece. After a while the fines of Cerberus begin to tell, and the “late birds” become tame like sleepy cocks called to roost.

The Imperial Residence, or Burg, forms the real centre of V. Surrounded by Marchesi’s Monument of Franz II; Zauner’s equestrian statue of Josef II, in bronze, on the Josefsplatz; Fernkorn’s statues of archduke Karl and prince Eugen of Savoy
on the Burgplatz, the irregular and never completed pile, dating partly from the 13th c., covers an area of nearly ten acres. It contains the usual suite of State-apartments (adm. daily), a large ball-room, a chapel, etc., but its chief attractions are the *Library (450,000 v.; 20,000 Oriental and other MSS. of great value; 300,000 engravings), with Gran's frescoes, and the *Schatzkammer (Treasury), which shelters a large and varied collection of regalia, precious stones, curios, objects of art and virtu in some 30 rooms, including the insignia and memorials of the Holy Roman Empire, formerly at Aix-la-Chapelle (adm. by tickets, obtainable at the Burg, Augustinergang). — Fronting the Burg, and separated from it by Nobile's Burgtor (1822), with its five passages and twelve Doric columns, are the *Volks-garten and the Hofgarten. The former has several cafés (often music), Kundmann's *Grillparzer Monument (1891), and the Temple of Theseus, in which Canova's Theseus group was to be found until lately (now in the Imp. Museum). Crossing the Burgring, the tree-planted square of Maria Theresa is entered, in the middle of which rises Zumbusch's imposing *Maria Theresa Monument in bronze (1888). She is enthroned on a marble pedestal by Hasenauer, 43 ft. high, surrounded by the famous men of her time. In this square are the Imperial Museums in the Italian Renaissance style, viz. the Natural History Museum; the Museum of Art-History; and the Picture-Gallery. All these buildings, designed by Semper and erected by Hasenauer, are open daily, either free, or on payment of a small fee. They are new and the contents both varied and rich. The Picture-Gallery, containing some 1,500 paintings, formerly in the world-renowned Belvedere (p. 550), which they left in 1891, will attract your attention most, and that rightly. It exhibits an extraordinary degree of wealth in the great Masters of the Italian, Flemish, Dutch, and German Schools. Correggio, Paolo Veronese, Parmeggiano, Andrea del Sarto, Raphael ("Madonna al Verde"), Tintoretto ("Doge da Ponte", "Doge Venier"), Titian ("Ven. Lady", "Virgin", "Ecce Homo", with hist. portraits), are well represented,
but Dürer ("The Holy Trinity", probably the finest composition he ever attempted; "Christian Martyrs", "Portrait of Max I"), G. Dow ("Physician"), Rembrandt, Rubens ("Loyola", casting out evil spirits — a powerful picture; "St Francis Xavier", raising the dead and healing the sick — another powerful picture; "St Ambrose", "Helena Fournment" — the painter's wife — a delicious bit of colouring, a. o.), Ruysdael, Van Dyck ("Crucifixion", "Madonna", "Young General"), Teniers (several large and beautiful compositions), Wouwerman, etc., are not less conspicuous. There is, also, a good selection of modern pictures. The Art-History Museum includes the *collections of weapons, antiquities, coins, etc. Returning to the Burgring, follow the Ringstrasse on your left, the Franzensring, past the Palace of Justice erected by Wielemans in German Renaissance, and the building of the Reichsrath (adm. daily), built by Hansen in the Greek style. Magnificent peristyle, with 24 marble columns. Hard by is the Deutsches Volkstheater, designed by Fellner and Helmer. — Pass on to the Rathauspark, skirting the Ringstrasse; beyond the former rises the magnificent Town-hall (adm. ev. afternoon), built by Schmidt in the Gothic style (1873-83). It has cost 15,000,000 G. and boasts a tower, 320 ft. high, above the Volkshalle. The interior (a vast quadrangle) in surrounded by arcades and courts. Splendid view from the balcony across the gardens. On your r. you see the Reichsrath, just visited; on your l., the building of the *University, built by Ferstel, with an interior well worthy of an inspection. The Rathaus shelters a most interesting *historical museum belonging to the City, including a fine collection of arms, and the University (6,000 students), founded in the 14th c. and reorganised by the great Van Swieten under Maria Theresa, possesses a rich library of 320,000 v. — Now cross the Franzensring, the most beautiful portion of the Ringstrasse, to the new Hofburg-Theater (adm. daily; small fee), erected by Semper and Hasenauer after the frightful disaster to the old theatre. It stands on a square, was opened in 1888, seats 2,000 people, and reveals a variety and richness of decoration, both inside and outside, which
are only equalled in the Paris Opera. Behind the theatre
is the Minoritenkirche, which contains Raffael’s
beautiful copy of L. da Vinci’s “Last Supper” in mosaic,
executed in 1806—14 by order of Napoleon, at a cost
of 400,000 G. — To the left of the Franzensring is the
Maximiliansplatz, with the graceful Votivkirche,
erected by Ferstel in 1856—79 in the Gothic style, in
memory of the Emperor’s escape from assassins. It has
a beautiful façade and two lofty towers. — The end
of the Ringstrasse on this side to the Franz-Josefs-Quai is
called the Schottenring. Here stands the Börse (1872—7),
containing an interesting commercial museum. — Turn
back and enter the Schottengasse. It leads, past the
Schottenhof — one of those wonderful inner cities
that have been bequeathed by the monastic times and that abound
in V. — to the Freyung Square, with Schwanthaler’s
*fountain and Count Harrach’s palace, sheltering a grand
winter garden and a noteworthy picture-gallery (adm.
Mon., Wed., and Sat. in summer) of 400 paintings, mostly
of the Italian and Dutch Schools. Another interesting
picture-gallery is that of Count Schönborn on the first
floor of his palace in the same square (open on Mon.,
Wed., and Frid. in summer). — Continue in the same
direction, through the gay Graben, the Bond Street
of V., to the Stefansplatz. Here is one of the gems of
V., the Stefanskirche, or Cathedral, founded about
1300, repeatedly added to, and finally restored by v.
Schmidt in our c. It has the shape of a Latin cross,
with a roof of coloured tiles, and a tower 449 ft. high, which
is new (1864). In it hangs the great bell, weighing
17 tons, and cast from 180 Turkish cannon. Splendid
view (20 Kr.). The interior, with its rich vaulting, sup-
ported by 18 massive pillars, holds several monuments
(Lerch’s *marble sarcophagus of emp. Friedrich III, tomb
of prince Eugen of Savoy in the Liechtenstein chapel,
etc.). Observe Pilgram’s magnificent, stone pulpit (1512),
the quaint figure of Oechsel, the architect, in the n.
wall, etc.; also, on the outside, the Roman. Riesen-
thor, the open-air pulpit of Capistranus, the Franciscan
monk, near the entrance to the curious and extensive
Catacombs, full of human bones. On the n. side of the
square, the Archbishop’s palace (17th c.). — Cross the Stefansplatz, enter the wide Kärntnerstrasse, follow it as far as the Neumarkt, and bear to the r. You then soon reach the *Capuchin Church (17th c.). This you should visit for the sake of the Imperial Vault (adm. daily; small fee), in which Maria Theresa, Josef II, Marie Louise, her son (the duke of Reichstadt), emp. Maximilian of Mexico, the crown-prince Rudolf, and other famous people, have their final resting-place. — Close at hand is the Gothic court-church of St. Augustine (14 c.), the Loretto chapel of which contains the hearts of all the Austrian emperors and empresses. In this edifice, where Abraham of Sancta Clara preached, is Canova’s strikingly beautiful marble monument of the archduchess Maria Christina (1805), erected by her husband. Two mournful groups of life-size and graceful figures slowly wend their way towards the tomb, a huge pyramid of greyish marble. The monument of Canova at the Frari in Venice (p. 317) is but a poor imitation of this one. See, also, Zauner’s Leopold monument, Daun’s and Van Swieten’s tombs in the Todtenkapelle. — From the Augustinerkirche, the Augustinerergasse leads to the Albrechtplatz and the Operngasse. The latter separates the *Albertina, a rich collection of engravings and drawings (adm. Mon. and Thurs.) in the palace of the archduke Albert (1801-4; rest. 1865-7), from the Opernhaus, a splendid Renaissance building by Van der Nüll and Siccardsburg, completed in 1869 (adm. daily, in the summer; small fee). It is lavishly and tastefully decorated. The Albertina contains some 120,000 drawings alone, 50 by Raphael, 160 by Dürer, nearly as many by Rubens and Rembrandt, etc. — Opposite the Albertina, beyond the Opernring, is the Schillerplatz, with Schilling’s *Schiller Monument in bronze (1876), behind which you see the new *Academy of Art, built in the Renaissance style by Hansen in 1872-6 (adm. daily). It was founded in 1705, reorganised in 1865, has some 1,200 students, a good picture-gallery, which includes the Lamberg collection, a cabinet of drawings and engravings, and a museum of casts. — Having returned to the Ringstrasse once more, follow it along the Wien, which here runs between the pretty Kinderpark and
the *Stadtpark, in which the elegant Kursalon stands (often music), facing the establishment of the Gartenbaugesellschaft (Horticultural Society), with concert-rooms, etc. You have passed Zumbusch's *Beethoven Monument (1880) in bronze, on the Beethovenplatz. — Continue in the same direction, along the Stubenring, where the interesting Austrian Museum of Art and Industry, and the School for Art Industry, two connected brick buildings in Ital. Renaissance by Ferstel (1868-77) are, until you reach the river, which cross by the Aspern Bridge. — It leads to the Praterstrasse, the principal approach to the famous *Prater, a beautiful park and wood of 4,270 acres, formerly an imperial hunting-ground, and now the happy hunting-ground of "all Vienna." The aristocracy and plutocracy, the "classes", of the Kaiserstadt have their Hauptallee, with its cafes and music; its Menagerie or "Vivarium"; its Constantin Hügel and pond; the "masses", their own Prater, replete with whirligigs, swings, and what not. The Hauptallee, one of the three main avenues that traverse the Prater, starts from the Praterstern, where Kundmann's Tegethoff Monument (1886) stands, and that Allee should be watched on a fine afternoon in spring, when the private carriages cluster thick around the cafes, or find their way to the Lusthaus, beyond the popular Rondeau. The coachmen of the most "uppertenny" carriages, with low-crowned "fancy" hats on, will amaze English visitors. — Among the other and more outlying attractions of V., I will just mention the Augarten, a park in the French style, not far from the Prater, in the Leopoldstadt; the Belvedere, the former double palace of prince Eugen of Savoy and, until lately, the principal State museum (p. 546), near which are the vast Arsenal, a regular fortress, a Bastille, which was stormed during the insurrection of 1848; and the Army Museum, containing the Ruhmeshalle, a modest counterpart of the one at Berlin (p. 460), but arranged upon a similar plan. Finally, visit the Liechtenstein Palace (adm. daily), with its renowned *picture-gallery, in Alsergrund. It holds some 800
good works, the best ones by Rembrandt, Rubens ("Decius", a series of 6 paintings; "Rubens's Sons", etc.), and Van Dyck.

SCHÖNBRUNN.

Excursions from Vienna. The first and foremost one should be to *Schönbrunn (by tram or carriage, see p. 544), once a hunting-lodge of the emp. Matthias. The present building dates from Maria Theresa's time, and served as head-quarters to Napoleon I in 1805 and 1809. His son died here in 1832. The interior is not very attractive. Beautiful view from the *Gloriette, crowning the top of a hill, and reached through the extensive park, adorned with a "Roman ruin", an obelisk, numerous statues, and some fountains, among which Beyer's "Egeria", whence the name of Schönbrunn is derived. There are a menagerie and a great palm-house, worthy of inspection. This trip may be combined with a visit to popular Hietzing, a village of villas and restaurants, the square of which has a bronze statue of the late emp. Maximilian of Mexico. A bridge over the Wien leads to Penzing, another favourite resort of the Viennese.

The next excursion should be to Brühl, in a romantic ravine, reached in 20 min. by the electric railway from Mödling (6,823 inh. Hotels: Kursalon; Mödling; Hirsch; Lamm. — Theatre. — Music at Enzen-
brunner's), which lies 35 min. by rail from Vienna. A short branch line runs from Mödling to Laxenburg (Hotel: Stern). — Restaurant: Hartmann), an imperial chateau in a charming park, with a lake on the island of which rises the Franzensburg (1801), containing in its many rooms a wonderful collection of medieval curiosities, pictures, etc. Other attractions in the park are Marchesi's monument of Franz II, the Rittergruft, the gold-fish pond, in which monster carps are kept, etc. Boating on the lake, to the Marianneninsel, etc. This excursion may be continued to Brühl (s. above).

The ascent of the popular *Kahlenberg (Hotel: Kahlenberg, very good; often music) has been much facilitated by the construction of a rack-and-pinion railway from station Nussdorf, a popular resort of the Viennese, reached by rail (10 min.) or steamer (40 min.) The ascent takes about 30 min. Glorious survey from the Stefaniewarte on the summit, and from the Leopoldsberg, to which an attractive footpath leads in about 1 1/2 h.

Other pleasant excursions may be made to Klosterneuburg, with a valuable treasury in the abbey, Dornbach and Neu-Waldegg, near the beautiful park of Prince Schwarzenberg.

Forty-ninth Route.

FROM VIENNA TO TRIESTE.

Südbahn. 370 m. in about 11 h., by express.

On the way to (47 1/2 m.) Gloggnitz (Hotels: *Baumgartner; *Adler), you pass Baden (7,000 inh. Hotels: *Grüner Baum; *Stadt Wien; *Adler), a well-known Kurort, with warm sulphate of lime springs, a Kurwald, a theatre, etc., in the midst of pleasant surroundings (*Helenenthal); Vöslau (Hotels: *Back; Hallmayer), a watering-place in the very centre of a famous wine district; and Wiener-Neustadt, a considerable manufacturing town of some antiquity.

At Gloggnitz, with a picturesque Schloss on an overhanging hill, commences the *Semmering Railway, constructed in 1848-53, therefore the oldest mountain-railway in the world. The maximum gradient is 1 in 40. From Gloggnitz (1,426 ft.) the line ascends in about 1 1/2 h., through numerous tunnels and over many viaducts, to a height of 2,840 ft. at Semmering, where the commodious *hotel of the Südbahn, the Panhans hotel, and the memorial of v. Ghega, who engineered this line, stand. We next pierce the Semmering mountain by a tunnel of 1,575 yards, and then descend to the summer-resort of Mürzuschlag. The descent is continued to Bruck, junction for St. Michael (p. 540), Villach (p. 533), and Udine (p. 540). We perceive several châteaux on our way to the Badelwand defile, which is passed by means of a gallery of 35 arches (400 yards long), shortly before arriving at the picturesque capital of Styria, Graz (113,540 inh. Hotels: *Elephant; *Florian; Ross; Ries; Daniel; Erzherzog Johann. — Restaurants: Thonethof; Stadtheater-R.; Daniel; Neu-Graz. Also at the hotels, and at the Railway Station. — Cafés: Central; *Europa; Nordstern, a.o. — Post-Office, Neutorgasse. — Cabs: one-horse, 1/4 h., 30; 1 h., 80 Kr.; two-horse, 1/2 h.,
THE SEMMERING RAILWAY.

60; 1 h., 100 Kr. Higher fares after dark and to or from the Station. — Tramway through the town. — Theatres: Franzensplatz-T.; Stadt- park-T.). G., situated on both banks of the Mur, under the shadow of the Schlossberg (*view), is one of the pleasantest provincial towns of Austria; many retired officers reside here. On the old glacis is the delightful Stadtpark, adorned with Durenne's fountain, Kundmann's statue of "Anastasius Grün", Gasser's bust of Schiller, etc. Gothic Cathedral. Landhaus (where the Estates meet), with the Landschadenbundbecher (excuse me!), a beautifully chiselled goblet (16th c.). Picture-gallery. Hilmteich, a pleasant excursion. From Gratz, a railway goes in a direct line to Budapest, past Raab and Stuhlweissenburg (see below). At Feldbach, a diligence runs in 1 ½ h. to Bad Gleichenberg, a well-known watering-place, with many inns.

Beyond Gratz, the railway descends through the Leibnitzer Feld, where many Roman antiquities have been discovered, to (182 m.) Marburg on the Drave (20,000 in. Hotels: *Erzherzog Johann; *Mohr; Stadt Wien), junction for Villach (p. 533) and Pragerhof, where the railway from Budapest (reached in about 63 ½ h. in the direct train) joins the main line. This Budapest branch, which also belongs to the Southern Railway (Südbahn) skirts the Balaton Lake (Plattensee), the largest in S. Europe (46 m. long and 3—9 m. wide), on the n. shore of which, in the midst of volcanic peaks, lies Fured, a watering-place.
of great repute among the Hungarians, who overcrowd the few hostelries every summer. From the station of Siofok, on the flat s. bank of the lake, steamers run to Füred in 1 h.

The train, beyond Pragerhof, stops at Pöltschach (Hotel: Baumann), whence diligences run to Rohitsch and Krapina-Teplitz, two frequented watering-places; then at (224 m.) Cilli (6,250 inh. Hotels: *Erzherzog Johann; Elephant; Krone), an old town on the Sann, the Roman Claudia Celeja, with a museum full of antiquarian "finds". Pleasant excursion (diligence in 2 h.) to NeuhauS (*Kurhaus), a "ladies" watering-place with thermal springs (117° F.), on the spurs of the Sann-thal Alps. (236 m.) Römerbad (Hotels: *Alte Post; *Neue Post) is another renowned spa, with springs that the Romans knew, and a comfortable Kurhaus that they knew not. It is beautifully situated on the Sann. At Steinbrück is the junction for Agram, in Slav. Zagreb (38,000 inh. Hotels: Kaiser v. Oesterreich; Pruckner; Lamm), the uninteresting capital of Croatia, with a noteworthy cathedral (15th c.).

The railway traverses the Save valley, here a deep ravine enclosed by high cliffs, approaches the Julian Alps, and reaches (278 m.) Laibach (30,000 inh. Hotels: *Stadt Wien; Elephant; Bair. Hof), the capital of Carniola, standing on a large plain overlooked by an old castle (*view). The great Laibacher bog is traversed on an embankment, and the mountains are once more reached beyond the long viaduct of Franzdorf. The really extraordinary districts of Carniola, crowded with subterranean wonders, only half discovered as yet, are entered at the same time. Here is the Zirknitz Lake, which periodically dries up, no one knows how, for a time, during which the bottom of the lake is tilled, and then refills again, and becomes alive with fish. Here, too, are the stalactite Caverns of Adelsberg (Hotel: *Adelsberg), near the station of that name (318 m. from Vienna). They are State property and well managed (omnibus from the station to the entrance, 50 Kr.). Guides and electric light are provided daily at 10 a.m., at an inclusive fee of 2½ G. each p., and parties are conducted round in a systematic manner. Each visit takes about 2 h. Only portions of these marvellous grottoes are shown, but they are astonishing. They were known formerly, but lost sight of again, and accidentally rediscovered in 1818. New caverns are being found continually, and not a soul is able to say where they may end. The fantastic shapes of the stalactites baffles all description. Some of the cavities are enormous, and in one of them a ball is given every Whit-monday, when 2,000 people attend from everywhere. A mysterious feature is the river Poik, which flows through the caverns, and then disappears. A unique specimen of half-blind fish (Protetus aeguinus) manages to live in it. Other caves may be explored near Adelsberg, and a visit to the strange *castle at Lueg (4 h. on foot) in an elevated cavern, almost inaccessible, should not be neglected.

Beyond Adelsberg commences the Karst, a desolate and undermined region, treeless and waterless, upon which the terrible bora reigns with relentless force. The locomotive keeps panting through this high desert, until (325 m.) St. Peter is reached, whence a branch line leads in about 2 h. to Fiume (29,000 inh. Hotels: *Europa; *Deak; de la Ville),
the only harbour of Hungary and a considerable port, in an attractive site. Steamers hence to Ancona (p. 326) in about 12 h.

The line passes Mataglie-Abbazia, the station for Abbazia (Hotels: *Stephanie; *Quarnero, both the property of the Südbahn; *Quisisana), 2½ m. distant, a rising health-resort, in a well-sheltered and glorious position. Many excursions. Ascent of *Monte Maggiore (4,580 ft.).

At (341 m.) Divazza, there are other extraordinary caves (St. Canzian grottoes, 2 m. distant). Nabresina is the junction for Cormons and Udine (p. 540), also for Venice, past Görz or Gorizia (20,000 inh. Hotels: Formentini, recommended; Wienerheim; Post; Krone), beautifully situated on the Isonzo. Castle of Grafenburg, where Charles X of France died. He is buried in the convent of Castagnovazza (above the town); likewise the count of Chambord. Excursion to Monte Santo, a famous pilgrimage-church on a height.

MIRAMAR, NEAR TRIESTE.

A superb panorama of the deep-blue Adriatic and of the olive- and vine-clad slopes of the Littoral is disclosed just before Trieste, to which the railway now descends in long windings. The white and graceful form of the chateau of Miramar, once the residence of poor Maximilian of Mexico, reveals itself far beneath, on a short promontory. It is passed, and then the iron steed halts at (370 m.) Trieste (158,344 inh., including the garrison and the suburbs. Hotels: *de la Ville; *Delorme;
FROM VIENNA TO CONSTANTINOPLE.

Twice a week, on Mon. and Thurs. ev., the “Orient Express”, starting daily from Paris for Vienna, leaves the latter place for the Turkish capital. The train leaving Mon. night, arrives on Wed. at 4 p.m., the other on Saturday at the same time. Another route is via Varna. By that route, the train leaves Vienna every Friday at nine p.m., travels via Bucharest, starts from Varna on Sunday, and arrives at Constantinople the next day. I have not followed either the one or the other itinerary, but my own, which I recommend to my fellow-travellers. The first-named route is certainly the quickest, but it is also miserably tedious. Neither Belgrade, Sofia, nor Adrianople is worth much.

The “Orient Express” runs from Vienna to Budapest (163 m.) in about 5 h. The usual express trains of the Austro-Hungarian State Railways scarcely want more time, allowing for a few stoppages. The journey is an uneventful one, except that the wild strains of some “blue” Hungarian band, indulging in a violent “czardas”, strike your ears as soon as the frontier is reached, demonstrating that you are in Magyarland!

Budapest (506,384 inh.), became so styled after the unification in 1873 of Ofen (in Hung. Buda), on the r. bank of the Danube, with Pest proper on the l. bank. Divided into ten districts, it is the capital of Hungary, the seat of her government and Parliament, and has become one of the finest cities in Europe. During the last 20 years immense improvements have been made. Splendid buildings line parts of the Danube
quays on the Pest side, and of streets like the Andrassystrasse even much larger cities than Budapest might well be proud. It is a pity, however, that an exaggerated feeling of patriotism has banished all the old German names, leaving the stranger in a state of bewilderment only equalled in Russia. But all civilised beings in Budapest at least understand German, and that is, of course, a great help. Both Pest and Ofen are of high antiquity. The Romans had colonies there, down to the 4th c. Afterwards the Turks came, as their old mosque at Buda testifies, near Solimansbad, one of several hot mineral springs that are found there.

Hotels: *Queen of England (first class); *Hungaria (very good), both with fine views from the Danube quay; *National; *Erzherzog Stephan; Continental; Central; Jägerhorn; Orient; Szechenyi; Kaiserbad. The two last-named at Buda. About hotels generally, s. under Vienna. — Restaurants: *Reutter; *Szikszay; Krone; Blumenstöckl; Müller; Grunes Fassl; Leikam; Linde. Also at the hotels and railway stations. Most of the restaurants are cafés as well. — Tramway through the main thoroughfares; also omnibuses. — Cabs. Fares are about the same as in Vienna (p. 544). — Steamers. Apart from the larger steamers up and down the Danube, to Vienna, Belgrade, etc., smaller ones ply between
Pest and Buda, and between other places in the neighbourhood. — Post-Office, Kronprinzgasse.

Theatres: National (Hung. dramas); Opera; Volks-T.; German T.; Arena (in summer); Stadt-T. (at Buda); Horvath (open-air t., likewise at Buda). — Music at many popular resorts (Elisabethplatz, Redoutenpark, Szechenyi, Promenade, etc.).

British C. General and V. Consul; American Consul. — Engl. Ch. serv., Hotel Hungaria; Scotch Kirk, Moundgasse.

Principal Attractions. These lie mainly in the beautiful streets, squares, and quays (2 ½ m. long). But you should see the National Picture-Gallery (accessible every day), formerly the Esterhazy gallery, purchased by the State in 1865 for 1,300,000 G. It is in the handsome Academy, built by Stüler in the Renaissance style, and shelters many masterworks, principally of the Dutch School. — The National Museum (antiquities, coins, ethnography, pictures, etc.), the Opera, the Künstlerhaus, etc., are worthy of inspection too.

Saunter along the beautiful Franz-Josefquai to the Redoute, in a park. Fine and lavishly decorated buildings in the Roman-Moorish style, with ball-, reading-, and other rooms. The Redoute is a favourite resort, and so is the Stadtwäldchen, beyond the station of the State Railways. The large pond has two islands. The “Zoo”, prettily laid out, has a restaurant. — Next cross the Danube on the magnificent suspension bridge (418 yards long), constructed by English engineers (1842—9), and resting on two pillars 150 ft. high, on a visit to Buda, beautifully situated on a ridge of hills overhanging the river. Here you should inspect the Hentzi Monument, a Gothic column in bronze, 66 ft. high, the Royal Palace, dating from Maria Theresa’s time, but restored in 1849, with a throne-room, in which the opening of the Hung. Diet occurs (fine view from the garden-terrace), and the Fortress. The two latter are built against the Blocksberg, ascendable by a wire-rope railway (every 5 min.), which starts near the entrance of the tunnel (590 ft. long), facing the suspension bridge. That tunnel pierces the hill on which the Citadel stands and leads to the station of the Südbahn for Pragerhof (p. 553). — Visit the old baths, already referred to; climb the Schwabenberg (1,463 ft.), to the summit of which a toy railway also runs in 20 min. (*view from the restaurant); and return to Pest by the new Margarethenbrücke, constructed in 1872-76, after a short trip up the river to the charming Margaretheninsel, a very favourite resort of the Budapesters, with warm springs, an excellent bath-house, two hotels, and pleasant groves. It belongs to Archduke Josef.

The visit of Gödöllö, a beautiful royal chateau in a park (23 m. from Budapest), may be combined with a trip to the Tatra, a lovely region of the Carpathian mountains, too little known in England. Its access has been greatly facilitated by the efforts of the Austrian Touristenverein. Its Touristenweg goes from the lake of Czorba, reached from Liptó station, on the line between Kaschau and Oderberg, to Schmecks, a threefold, fashionable watering-place (Alt-, Neu-, and Unterschmecks), with mineral springs, hotels, bathing establishments, etc., under excellent management. The “Tourist Road” goes on at a high level beyond Schmecks, through beautiful woods, to the Béler Höhlenhain, with its curious caves. You may return via Kesmark,
whence a railway runs to Poprad, on the above-named railway; go on to old Cracow (76,000 inh. Hotels: *Grand; de Sozé; de Londres; de Dresden; Weisses Ross), for an inspection of its interesting cathedral (where Sobieski, Poniatovsky, Kosciusko, and other Polish worthies lie buried), its quaint town-hall, its ancient university, etc., not forgetting the curious salt-mines at Wieliczka (carr., 5-8 G.; adm. 2 G. each p.); or take train back to Vienna, via Pressburg, unless you prefer to descend the Waag (the "Hungarian Rhine") to the last-named city. This river trip is most interesting.

After your stay at Budapest, if you are on your way to the East, you should make for the Danube, by booking either for Belgrade (40,000 inh. Hotels: Grand; de Paris), the highly uninteresting capital of Servia, reached (by express) in 7½ h.; or for Bázias, the terminus of the Temesvar railway, reached from Budapest in about 9 h. At Bázias commences the really interesting portion of the Lower Danube. The drawback here is that express trains only run as far as Temes-var, which lies on the direct route between Vienna (via Pressburg) and the Roumanian frontier at Verciorova (481 m. in 16½ h., by express), for Bucharest (see below). I do not advise you to go by steamer all the way from Budapest, or even from Vienna, as it hardly repays the trouble, although the larger vessels of the well-managed Danube Steam Navigation Company (Donau Dampfschiffahrts- gesellschaft) are very comfortable; indeed, you will perceive this upon embarking at either Belgrade or Bázias, beyond which place the mountains begin to appear. The most beautiful part of the Danube lies between Drenkova, on the 1. bank, where (should the river be at all low) passengers are transferred to a smaller steamer, and Orsova. The descent, through unribose scenery and over rapids and whirlpools that have lost most of their terrors, takes the greater part of a whole day. 1½ m. beyond Trikule, with the 3 Roman towers, commences the *Defile of Kasan. There is nothing like that on any European river. The suddenly narrowing Danube rushes between tremendous and perpendicular limestone cliffs, towering now and anon to a height of fully 2,000 ft. above river level. It was along these precipices on the Servian side that the Romans constructed their famous *Via Trajana, by means of a projecting ledge on beams, the holes, in which they were fixed in the rock, being still plainly visible, as also the "restored" inscription in honour of Trajan, on a cliff at the end of the defile. Beyond, the rock of Kasan which, abruptly arising out of the middle of the stream, formerly created a dangerous whirlpool, has been recently much reduced by the appropriate removal of impediments to the river flow. In fact, the Danube has been greatly "improved" during the last twenty years, all under European supervision. The so-called Iron Gates, beyond Orsova, thus named because there never was any gate there, but merely a bed of flat rocks, have almost ceased to exist. In natural beauty, moreover, they could never compete with the Kasan defile. You may, therefore, with a conscience tranquil land at Orsova (Hotels: *König van Ungarn; Weisses Ross), where the Austrian custom-house is. Go back a little way, if you have time, to Porta Orientalis, the highest and prettiest point on the line to Temesvar, past Herculesbad (Hotels: *Franz Josefshof; *Rudolshof; Franzenshof; Ferdinandshof;
ST. SOPHIA, CONSTANTINOPLE.
Kurhaus), an ancient watering-place, romantically seated in a gorge of the Cerna; or push on to Bucharest (221,000 inh. Hotels: *Grand; *Continental; *Frascati; de l'Union; Dacia. — Restaurants: Jonescu; Raschka; Guichard. — Cabs: 2 hrs. the course. — Tramway through the town. — Theatres: National; Dacia. — British Minister and V. Consul; American Minister and C. General. — English Ch. serv., Strada Oltenii), 236 m. from Verciorova (p. 560), and about 27 h. by rail from Vienna (good sleeping-cars). The capital of Roumania, in a dull plain traversed by the Dimbovita, is far from attractive. It is, in fact, a not picturesque village made suddenly a capital. The real capital of the kingdom, and a far more imposing place, is Jassy, near the Russian frontier. The streets at Bucharest are still primitively irregular and the houses mostly small and shabby. Even the royal palace is not anything to look at. The only attraction in the town is the Chaussee, the Prater of Bucharest. Here, on a fine afternoon, one does see good horseflesh and beautiful women, prettily, if showily, dressed.

From Bucharest, the road to Constantinople lies through Giurgevo, on the Danube, reached in about 1 1/2 h. by a railway, which has been extended to Smarda, where a steam-ferry crosses the river to Rustshuk, the Bulgarian terminus of the railway to Varna. The tedious journey to this tedious port on the Black Sea takes about 7 h., but it is more than compensated for by the approach to Constantinople from this side, through the Bosporus. The steamers leave Varna in the afternoon and arrive off the mouth of the Bosporus at dawn. Nothing could be more enchanting than the gradual revelation of those famous Straits, as the steamer glides along between the villa- and minaret-dotted shores, covered with the luxuriant verdure of a tropical vegetation. Everything appears quaint and novel to the marvelling eye.

The Bosporus, i.e. "Oxford", because Io is supposed to have swum across as a cow, has a width varying between 1/3 m. and 2 m., a depth of 30 fathoms, and a length of 17 m., the greatest portion of which is covered before the steamer drops her anchor between Scoutari, on the Asiatic side, and the vast and renowned city of Constantinople, in Turkish Istamboul (873,565 inh., including the suburbs and Scoutari). It stands upon the site of ancient Byzantium, which probably occupied the triangular peninsula, now called Seraglio Point, and which was strengthened and made independent by the Athenians under Demosthenes in the 4th c. B. C. The name of C., corrupted by the Turks into Istamboul, was derived from Constantine the Great, who founded the Western Empire in 330. It rose to great power and beauty under Justinian, but had to undergo many sieges since, that of the Crusaders in 1204 being the most destructive and horrible. Nothing was respected by those so-called champions of Christianity. The Turks, who thrice besieged C. and finally took it in 1453, behaved much better, and have respected its monuments so much, that even now C. is the least Turkish city of any, at least in architecture. The most famous mosques are merely old Byzantine churches, adapted to Moslem worship, and with minarets added. The unrivalled position of C., on both banks of the Golden Horn, an inlet of the sea which reaches back 5 m. as far as Eyoub, is
VIEW AT CONSTANTINOPLE.
so well known that it scarcely needs recalling. On the s. side of the Golden Horn lies the native city — Istamboul; on the n. side, the so-called Christian quarters, Pera, Galata, and Tophane.

Hotels (mainly clustering around the badly paved lane, misnamed Grande Rue): *L'Angleterre, very comfortable and not dear; *Bristol; *Royal, first rate; *de Byzance; de Constantinople; de la Paix; Impérial; de la Ville de Pesth, a. o. Lapierre; de la Liberté; Bellevue, at Boyouk-déré; Petala, at Therapia; Calypso, at Prinkipo. The C. hotels have undergone a material improvement in the last ten years. — Restaurants and Cafés: Del Genio; Valauri; Le Bon. Also at the hotels, at the Railway Station, and in the Municipal Garden at Pera (music). — Carriages (few and dear). No reliable tariff. Bargain (if you can!). — Tramway on both sides of the Golden Horn. — Tunnel Railway between Pera and Galata. Every few minutes; ½ and 1 p. — Theatres: Français (comedies); Concordia; Osmamie; Verdi; Armenian T. Most of the theatres are merely café-chantants. — Guides and Interpreters at every hotel. I consider the one or the other a necessary evil at a place like C. Possibly, you will get cheated; probably, you may lose more by not having a cicerone. If you know your hotel-keeper, ask him to recommend you a man, but settle everything beforehand. Money-changing alone is a business at C. Money-changers (mostly Greeks) sit at nearly every other street-door in the Grande Rue, and they have a supreme contempt for foreigners and for the current rates of exchange. The value of the piaster varies day by day like the Turkish hour — another nuisance! — British Ambassador and Consul-G.; American Minister and C.-G. — English Ch. serv. — Post-Offices. Every Power has a separate one. — Steamers. Ocean steamers run to Odessa, Athens, and all important ports abroad at stated times. Local steamers ply on the Bosporus, to Scoutari, the Prince's Islands (Prinkipo), etc. As their movements vary daily with the Turkish time, caution is necessary. Caïques I do not recommend, but the ordinary row-boats are safe enough. Settle fares beforehand, through your cicerone. — Custom-houses are awkward things in Turkey. Even good old Bradshaw and poor dear Murray are kept back on entering, for the discovery of reasonable matter in them! Passports have to be "fee-ed" again when you leave. And every town of the Turkish empire requires a separate passport!

Principal Attractions. These I can only indicate very briefly. Take a stroll through Pera, the European quarter, and its self-styled Grande Rue, with its gay shops and gay dogs. Most of the latter are quadrupeds and form part of the masterless mongrels of C. They are its scavengers, but they make enough noise over their dirty work! You will notice very little Oriental life and fewer veiled Turkish women than you were led to suppose. In fact, the Turkish young ladies of to-day are rather emancipées and "forward" than otherwise. Many Armenians and Greeks about — too many! The Turks appear to be the only honest folk, but they are too lazy to utilise their honesty. — Ascend the Genoese (Galata) Tower for a survey. If you have influence, you may get a permit to see the Seraglio and even Yildiz Kiosk, the Sultan's palace. If not, you must rest satisfied with the outside, visit Therapia (where
the foreign embassies are en villégiature; Bouyoukderé (with its many European villas); Scoutari, for an unrivalled panorama of C., the finest Turkish cemetery (full of giant cypresses), and the beautiful English cemetery overlooking the Bosporus, the Sea of Marmora, and the charming Prince's Islands. — Then you will cross the Golden Horn on that unique bridge of rough beams, where you are supposed to meet every nationality under the sun. Visit the extraordinary Bazaar, with its; intricate alleys, where everything imaginable is sold, yourself into this bargain; Seraglio Point (with the "Sublime Porte"), or as much of it as they will show you, including the new Imperial Museum, filled with masterworks of Greek sculpture, discovered in Asia Minor; the Mausoleum of the Sultans; the Seraskier's Tower and several mosques, notably that of St. Sophia (Ayasophia), the famous Byzantine cathedral of Constantine the Great, that of Ahmed I and of Souleyman the Great. All the C. mosques may now be visited by Christian tourists without special permission, and on payment of a fixed fee (10 piasters). There is but one exception to this rule: — the magnificent mosque of Eyoub, at the head of the Golden Horn, where every new sultan receives the sword of Othman. It is inaccessible. — You will, of course, visit the Sweet Waters of Asia and Europe; do the round of the old walls and gates (easiest performed by carriage); listen to the howling dervishes, and watch the dancing ones, those unconscious precursors of our skirt-dancers and "serpentine" waltzers. — Excursions to Prinkipo and Broussa are recommended.

The return to Europe I advise you to undertake via Athens (114,55 inhabitants. Hotels: d'Angleterre, first-rate; Grande Bretagne; des Etrangers; New-York; de Byzance), reached by the direct steamers from Constantinople in about 36 h. You are landed at Piræus, Athens' harbour, whence a railway runs through the Greek capital, on to ancient Corinth, and along the newly opened *Canal, to Patras (40,000 in). Hotels: *Patras: d'Angleterre. Hence, steamers convey passengers to lovely Corfu (Hotels: St. Georges, recommended d'Angleterre, also good), a pearl set in an emerald sea, to Brindisi (p. 320), to Venice, Trieste, etc. The Patras steamers only stop a sufficient time at Corfu for a hasty survey, which should be made in a carriage. Beautiful views from Monrepos, with extensive gardens, the Canone, and the old Fortress. Further afield is the magnificent villa of the Empress of Austria, visible from afar on a distant hill. Corfu has good roads and a lovely climate in the winter.

Note on Athens. Old Athens, supposed to have been founded by Cecrops (1550 B.C.), had a circumference of 21 m., including Piræus. Comparatively speaking, there is little left of its splendours, and the sad remnants all cluster round the rocky Acropolis (370 ft. high), on which are found the ruins of the Erechtheum, finished in 407 B.C. under Alcibiades, the Propylæum, and the Parthenon (Minerva's Temple), the famous creation of Pericles (444—36 B.C.). What Time had spared, the Turks have demolished. Who has forgotten the burning words of Byron? The plain on which present-day Athens stands, a modern city of commonplace character, is sadly dreary. Scant vegetation. Dust plentiful. Even the Iliissus needs much classic enthusiasm to "swallow" as a real, live river. But the antiquities are wonderful to those that understand them like Schliemann did, whose house, in which his widow lives, stands near the unassuming Royal Palace. The house is seldom shown, but some of the chief objects of interest that Schliemann discovered are at Berlin (p. 463).
THE ACROPOLIS, ATHENS.
To Wind Up.

Circumstances over which I have had little control are mainly responsible for the late appearance of Vià Flushing!

When the manuscript was finished, I took it with me “on tour” to look at and into. The gods punished me. Whilst journeying between Constantinople and Piræus, I was struck by a disaster. Our steamer was cut in two by a Greek vessel, and sank in 15 minutes. The author had a narrow and romantic escape, but the manuscript of Vià Flushing! could not swim and went down for ever. It had to be almost entirely rewritten! It would be absurd on my part to attempt to describe my feelings when I sat down to do it.

Such was the cause of a long delay. The author begs to apologise for it, and also for a few typographical errors that have remained, to his regret, in spite of the most rigid supervision.

I shall feel much obliged to my readers for making corrections and suggestions that may occur to them whilst consulting my book. I shall be but too pleased if a demand for Vià Flushing! should necessitate the bringing out of a much improved second edition soon.

London (Fordwych Road, Hampstead), October 1893. H. T.

Alterations and Additions.

With the beginning of the summer service of 1894, the service Vià Flushing will be materially accelerated. At the same time, the fares are to be generally and substantially reduced. For further particulars, the summer time-books of the Zeeland Steamship Company should be consulted.

P. 9. Flushing. The station is in course of reconstruction. A magnificent terminus, built by the State at a very considerable cost, will replace the old buildings, offering travellers all comforts and facilities.

P. 67. The international train now runs via Boxtel and Wesel.

P. 78. Cologne. The new Central Railway Station—a magnificent building—is now ready. The reconstructed *Domhôtel is now a feature of the Dom Square.

P. 84. Petersberg. A “tooth-railway” has also been completed to the top of this mountain, the return fare being 1½ M. In on the summit.

P. 127. The faster trains between Cologne and Bale now travel (in about 9½ h.) via Mannheim.

P. 169. Zürich. Swiss Photographs, Messrs, Schröder & Co, have the largest and finest stock.

P. 184. St. Moritz. The Neues Stahlbad, replete with all comforts, has recently been opened.

P. 191. Bormio. The Bagni Nuovi will be considerably enlarged in 1894.

P. 193. Fränzenshöhö. The inspection of the luggage of passengers going in the direction of Trafoi now takes place at Fränzenshöhö.

P. 193. Gomagoi. A beautiful carriage-road, on which a rapid service of special diligences between Meran and the Suldenthal has been established, leads to the *Grand Hôtel at Sulden, opened in 1893.

P. 207. Stansstad. An electric tramway now runs in 15 min. to Stans, where it connects with the new mountain railway up the Stan-
ser horn (6,230 ft.). The Kulm (with an excellent hotel) is reached in 50 min. from Stans.

P. 209. **Meiringen.** Visit the Alpbachschlucht and the Aare-schlucht, both made comfortably accessible by the lessees. The Aare-schlucht, illustrating glacier action in bygone ages, is wonderful, much more so than the Tamina gorge (p. 175). The new post-road from Meiringen to the Furca will be ready in 1894. On the Englentalp (p. 209) the hotel has been reconstructed. It is excellent. There is also a new inn on the Trübsee, near the Joch Pass.

P. 212. **Interlaken.** The railways have been completed to Thun; from Lauterbrunnen to Grindelwald (3½ h., including a stoppage of ½ h. on the Scheidegg, where the new hotel will be ready in 1894), and up the Schynige Platte (p. 213). The new hotel there is reached in 1½ h. from Wilderswyl, a station on the line to Grindelwald. This town, destroyed by fire in 1892, is being rapidly rebuilt. At Interlaken, trains for Grindelwald and Lauterbrunnen now start from the Oststation, near the new landing-place of the Brienz lake steamers; those for Thun from the Central Station, which is connected by a loop-line with the said landing-place. The Hôtel Mitropole at Interlaken is now under new management and first-class. The best photographs sold at I. are Jabler's.

P. 245. **Simplon Route.** The contract for the boring of the Simplon Railway Tunnel has been signed. Its length is 12½ m. It will take 5½ years to complete and the contract price is a little over £2,000,000.

P. 257. **Bellagio.** The Villa Serbelloni has been acquired by the proprietor of the Grand Hôtel and will be entirely renovated, previous to its opening as an annexe in 1895. There is a new English Church. The Villa Melzi has been enriched by a beautiful monument of the late duke.

P. 267. **Cadenabbia.** The new and pretty English Church is now open near the Hôtel Britannia.

P. 267. **Cernobbio.** The Villa d'Este near forms part of the Hôtel Reine d'Angleterre. The Reine Olga belongs to the Hôtel Cernobbio.

P. 278. **Italy.** With reference to Italian silver coins and the remarks on p. XXXIX, it is well to note that the lire pieces (the 5-lire pieces alone excepted) have never been legal tender in Switzerland, Belgium, and France, nor vice versa. They were accepted however, but will probably be returned to Italy shortly, as they were returned before, more than 10 years ago, only to again leave the country.

P. 456. **Berlin.** The Berlin theatres (p. 457) have been increased by the construction of the pretty Unter den Linden house.

P. 467. **Dresden.** The Hôtel Victoria has ceased to exist.
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